

WINE AND
SPIRIT
MERCHANT.
CHAZALON & Co.
MAKERS
AND
FRENCH
PRESERVES
IMPORTERS
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1846

ST. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,524

號九月八年六零百九千一英

HONGKONG, THURSDAY, AUGUST 9, 1906.

日十二月六年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER-BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MADEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations. WHO'S WHO

FAR EAST

ONLY BOOK OF REFERENCE

BIOGRAPHICAL

PROMINENT MEN OF THE FAR EAST

Price \$10.

FORWARDED TO ANY ADDRESS

CONTAINED FROM THE PUBLISHED

QUEEN'S ROAD CENTRAL.

Hongkong, July 10, 1906.

P. & O. S. N. CO.

NOTICE.

THE Company's steamer **MOLDAVIA** will be OPEN to PUBLIC IN-
SPECTION, alongside the KOWLOON
WHARF, on FRIDAY, 10th August, from
3 p.m. to 5 p.m. Launches tying the P.
& O. Flag, will leave Blake Pier at regular
intervals to convey visitors to the **MOL-
DAVIA**.
E. A. HEWITT,
Superintendent.
Hongkong, August 8, 1906.

AQUATIC FETE.

AN AQUATIC FETE will be held at
the VICTORIA RECREATION
CLUB'S Enclosure, Kowloon, on SATUR-
DAY, August 11th, commencing at 4 p.m.
By kind permission of Lieutenant-Colonel
FITZGERALD, D.S.O., and Officers of the Band of
the SECOND ROYAL WEST KENT
REGIMENT will be present and will
render selections during the afternoon.
The LADIES of the Colony are CORDI-
ALLY INVITED to be present, and for
their convenience a launch will leave Blake
Pier at 3.30 o'clock, returning after the
Sports.
For the convenience of members a launch
will leave Blake Pier at 2 o'clock.
ADMISSION: Non-Members \$1.00.
Tickets may be obtained from the Under-
signed or from the Steward.
FRANK LAMBERT,
Hon. Secretary.
C/o Messrs CALDER, MACGREGOR & CO.
Hongkong, August 8, 1906.

WANTED.

A STEAMER for CHARTER or PUR-
CHASE. State particulars and
terms.
Apply to 'AGENT' Office,
Hongkong, August 4, 1906.

WANTED.

A COMPRAHORE with Good Security.
Apply to 'AGENT' Office,
Hongkong, August 4, 1906.

NOTICE.

NOTICE IS HEREBY GIVEN that the
GOODWILL of the Business of P.
O. PATELL & CO., No. 40, Lyndhurst
Terrace, Hongkong, has been SOLD to
the undersigned, who will in future carry
on the said business under the style of 'J.
BYRAMJEE & CO.' The undersigned
will not be responsible for any of the Debts
of the said P. O. PATELL & CO.
Dated the 1st day of August, 1906.
1551 J. BYRAMJEE & CO.

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN accordance with Article XVI Section
7 of the ARTICLES OF ASSOCIATION
of the General Meeting have this day
declared an INTERIM DIVIDEND for the
half-year ending 30th June, 1906, of
SEVENTY-FIVE CENTS per Share pay-
able to all Shareholders whose names were
on the register on that date.
DIVIDEND WARRANTS may be
obtained on application at the Office of the
Company on and after FRIDAY, the 3rd
August.
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, August 1, 1906.

Business Notices.

INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY & CO., Sole Agents.

HONGKONG, CANTON, MACAO AND V EST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,363 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,363 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain O. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lonsdale.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m.
(Sunday Excepted).
The Steamer, carrying His Majesty's Mails, are the largest and fastest on the
route. The accommodation is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,998 tons, Captain J. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 9 p.m., except when otherwise
notified by Express. Sunday Special Excursions, leaving Hongkong at 10.30 a.m.,
and a Second Departure about 7 p.m.
Note: During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second
departure about 7 p.m. On Sundays about 3 p.m. (See Special Express).

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain O. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the -
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

MEE CHEUNG PHOTOGRAPHER.

(Ice House Lane).
DEVELOPING AND PRINTING FOR AMATEURS A SPECIALITY.
GOOD WORK.
CAMERAS, FILMS AND ALL KINDS OF PAPERS FOR SALE.
Hongkong, August 6, 1906.

N. LAZARUS,
OPTICIAN.
No. 5, PEDDER
STREET
(Under Hongkong
1227 Hotel).
EIGHT TESTED
FREE
LENSES GRIND-
REPAIRS
A SPECIALITY

Tailors.

R. HOUGHTON,
NAVAL, MILITARY AND CIVIL
TAILOR.
16, QUEEN'S ROAD CENTRAL.
Hongkong, June 8, 1906.

'JANUS'

LIFE & ANNUITY INSURANCE CO.,
HAMBURG.
ESTABLISHED 1848.

THE UNDERSIGNED, having been
appointed GENERAL AGENTS of
the above Company for Hongkong and
China, are prepared to accept LIFE and
ANNUITY INSURANCES, as well as to
issue ACCIDENT POLICIES at the most
liberal terms ever offered in the V. & C.
SIEMSEN & CO.

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL', HONGKONG.
A. B. C. Code, 4th Edition
A. 1 Code.
Globe's Standard Code.
TELEPHONE, 232.

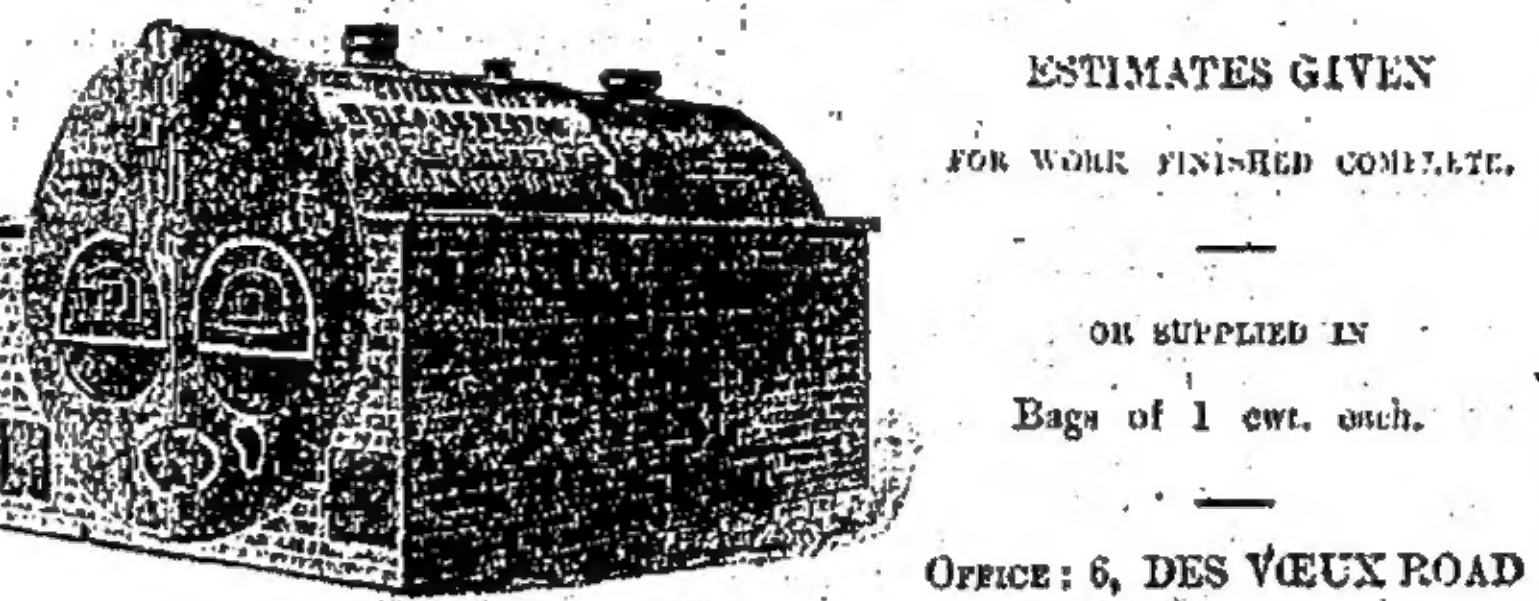
SECOND EDITION.

**HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIAM, THE MALAY
PENINSULA, CAMBODIA, ANAM, THAILAND,
JOREA AND JAPAN.**
Entrusted to the Society of the
'MISSIONARY EXTENSION.'
Translated by EDWARD HARVEY PARKER
and
Reprinted from 'THE CHINA REVIEW.'
Price 50 Cents.
For Sale at 'THE CHINA MAIL' Office,
5 Wyndham Street.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES
WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



LANE, CRAWFORD & Co.

A 5 or 10 Catty Box con-
stitutes one of the most
acceptable Presents to those
at Home
Without doubt this is
the Finest Blend of
TEA at the Price, to
be had in China.



LANE CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.

CHAMPAGNES

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906.

THE OLIVER TYPEWRITER

VISIBILITY.
SIMPLICITY.
DURABILITY.

UNRIVALED FOR DUPLICATING
WRITING IN SIGHT.

GRANT & LESLIE,
GENERAL AGENTS
FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906.

CARLTON HOUSE HOTELS.

No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS APPLY TO
THE MANAGER.

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED NEW
POWDER,
PERFUMERIES, SOAPS,
HAIR FRAMES,
HAIR PINS,
&c., &c., &c.

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOTHOLDERS BY SIR PAUL
CHATER.
The Full Details Printed in Pamphlet Form.
Copies may be had at 'THE CHINA MAIL' Office,
5 Wyndham Street,
Price 50 Cent each.

'REFORM IN CHINA'

BEING a letter addressed to Lord
Admiral Lord CHARLES BURNESFORD,
U.B. M.P. And an article in reply to
CHINA: 'THE SLEEP AND
AWAKENING.'
To be had in pamphlet form at
'THE CHINA MAIL' Office, 5 Wyndham Street
Price One Dollar

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.
In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co., GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING

NEW VOILES, MUSLINS, etc.
THIN SUMMER TWEEDS
and FLANNELS.
DRESSMAKERS, MILLINERS, GENERAL DRAPERS.
LADIES' AND CHILDREN'S SHOES.

HOTEL BALTIMORE

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.

Hongkong, March 2, 1906.

LEE LOONG & CO., FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL
(Next Door to H. PRICE & Co.)
ALL kinds of FURNITURE, CARVED (LAPTON BLACKWOOD, CHOCOLATE and GRASS
WARE KITCHEN UTENSILS, etc., etc.
AT MODERATE PRICES.

W. BREWER & CO.

83 and 85, QUEEN'S ROAD.
A LOT OF SECOND-HAND BOOKS
On Various Subjects, at Low Prices, always on Sale.
A LARGE QUANTITY OF COLONIAL EDITIONS OF RECENT NOVELS
At 60 Cents Each; or 100 for \$50.00; All Clean Inside.

JUST LANDED-NEW STOCK.

Tennis Nets, Post Cards-Hongkong, &c.
Slazenger's Tennis Balls-E. G. M. and Doherty
Rackets.
Files with Perforators Attached.

'ROSBACH'

'EMPRESS OF TABLE WATERS.'

MIXES EXCELLENTLY WITH SPIRITS.

SOLE AGENTS:
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15 QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS TO ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

Products especially recommended for the Hygiene of the
Skin and Beauty of the Complexion.

SAVON A LA CREME SIMON

This soap is quite genuine and prepared with the most scrupulous beauty and scientific care. It possesses, to a certain degree, the beneficial and preservative qualities of the best soaps.

TRY ALSO CREME SIMON AND POWDER SIMON

To be had from all Dealers

Hongkong, July 19, 1906.

KELLY & WALSH, LTD.

OFFICE PRINTING AND BOOK BINDING

Doneen, by Edna Lyall

The Trial of the Way, by S. Lovett Young

One of the best, by Geo. (the)

Hoags of Wales, by Allen Kane

The Diamond, by J. T. Fletcher

The World's Marriage, by C. D. Doyle

Mothers, by O. H. Doyle

The Other Man, by Mrs. C. G. Phillips

Proved.

The Countess of Montevideo, by John

Strange Winter.

From One Generation to Another, by H. S.

Merriman

Montezuma's Daughter, by H. Rider

Haggard

My Lady Green Gables, by Helen

Madair

The Land of Herbage, by J. R. Mordella

Burton

A Maid of Mystery, by T. T. Meade

Confessions of a Lady, by Mrs. J. T.

Quest.

The Sinner, by Dina

The Vital Spark, by Hugh Foulis

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

8a, QUEEN'S ROAD CENTRAL.

WILKS and JACK

MACHINERY AND ELECTRICAL SHOWROOMS.

Robinson Road, Kowloon.

AND AT VICTORIA BUILDINGS, 5, QUEEN'S ROAD CENTRAL.

TELEPHONE 5, KOWLOON.

SOLE AGENTS FOR

THE GENERAL ELECTRIC CO., LD.

LONDON

Electric Fittings.

Table Lamps.

Brackets.

'Freezer' Fan

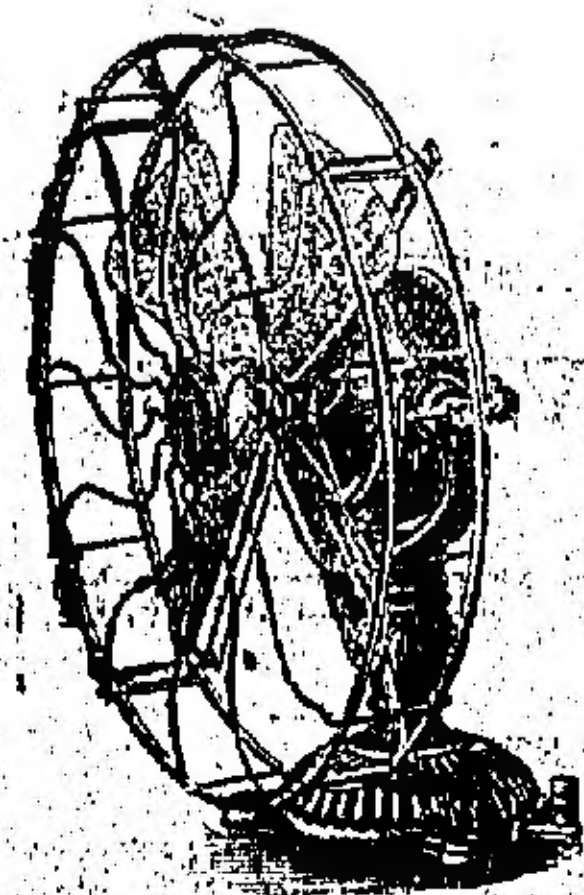
Motors.

Electric Lamps

Fracked and Clear.

ECONOMICAL

BRITISH MANUFACTURE.



TELEPHONE 368.

Hongkong, July 29, 1906.

Intimations.



MITSU BISHI COSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNOUCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

Which applies to all Branch Offices.

A1, A B C 5th Edition, Western Union

Codes used.

All Letters Addressed to—

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KANAGAWA,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & CO.

MANILA: Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takasago,

Ochi, Shinjima, Naniwa, and Kani-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Best Coal.

The Head and Branch Offices and the

Agenries of the Company will receive any

order for Coals produced from the above

Collieries.

T. MATSUOKI, Manager, Hongkong,

No. 2, PEDDER STREET.

Hongkong, April 25, 1906.

THE HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY

MEETING OF THE COMPANY

will be held at the OFFICE of the

COMPANY, HOTEL MANSIONS, on TUESDAY,

the 14th August, at Noon, for the purpose

of receiving a Report of the Directors

together with a Statement of Accounts,

declaring a Dividend, confirming the ap-

pointment of a Director and electing

Directors and Auditors.

THE TRANSFER BOOKS of the Com-

pany will be CLOSED from the 1st to the

14th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE,

Acting Secretary.

Hongkong, July 19, 1906.

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN THAT

THE ORDINARY HALF-YEARLY

MEETING OF THE SHAREHOLDERS

of this Corporation will be held at the CITY

HALL, Hongkong, on SATURDAY, the

18th August, at 2.00 p.m., for the pur-

pose of receiving the Report of the Court

of Directors together with a Statement of

Accounts to 30th June, 1906.

By Order of the Court of Directors.

H. HUNTER,

Acting Chief Manager.

Hongkong, July 31, 1906.

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN THAT

THE REGISTER OF SHARES of the Com-

pany will be CLOSED from SATUR-

DAY, the 4th, to the 18th August, 1906,

which period no Transfer of Shares will be

Registered.

By Order of the Court of Directors.

H. HUNTER,

Acting Chief Manager.

Hongkong, July 31, 1906.

HONGKONG HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

9.00 p.m. to 11.30 p.m. Every 15 minutes.

11.30 p.m. to 11.45 p.m. Every 15 minutes.

11.45 p.m. to 11.55 p.m. Every 10 minutes.

11.55 p.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 10 minutes.

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3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

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7.00 p.m. to 7.30 p.m. Every 10 minutes.

7.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 10 minutes.

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11.00 p.m. to 11.30 p.m. Every 10 minutes.

11.30 p.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 10 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

TUNNELLING THE BEHRING STRAITS.

Further Particulars of a Great Project.

According to a dispatch from St. Petersburg, the American syndicate of civil engineers, of which Louis de Lobe is president, has almost succeeded in arranging with the Russian Government for the construction of a tunnel under the Behring Strait, connecting Siberia with Alaska.

This tunnel will be of immense commercial importance. If one looks at the map of Asia and draws a line from Irkutsk to Wierchniokolymsk, the capital on the eastern shore of the Behring Strait, and the Strait, in Alaska, one has the route of the suggested line.

The American engineers state that the railroad through Russian territory can be built for 1,250,000,000 francs, and they have laid before the Tsar detailed plans for a tunnel under the strait, which is 61 kilometres wide and about 50 metres deep. The tunnel is to consist of three sections, each of 20 kilometres in length and this is made possible because of two small islands which are situated in the strait.

The syndicate has promised to turn over the tunnel to the Russian Government without any remuneration. It does not ask for any interest on the capital which it intends to invest and which amounts to about \$10,000,000 a year, and will even bind itself to order from Russian steel manufacturers structural steel amounting to the value of \$10,000,000 francs, and give employment only to Russian labourers and mechanics during the construction.

All that the syndicate asks in return is a ninety-year franchise, so the Russian Government shall be able to buy them out at the end of thirty years.

The syndicate furthermore promises to build a telephone line all the way through Siberia, which is to be controlled by the Russian Government, and to found a large Siberian bank for the purpose of advancing money to colonists willing to take up land in the district through which the road will run.

In return for this it asks to be granted a strip of land on each side of the road twelve kilometres wide.

The plan has the indorsement of the former Minister of Railways, Prince Khilkof, and other Russians of science, and the Tsar is expected to affix his signature to the document granting the franchise and the privileges asked for by the American syndicate before many weeks are passed.

The first news of M. de Lobe's great enterprise came out several years ago in Seattle and the manner in which it was obtained is told by the *Seattle Times*.

Jackman B. Corbet was a reporter on one of the Seattle papers. He was a graduate of the State University and his first newspaper work was reporting university news for one of the Seattle dailies. Corbet was covering hotels and one day he found on the register of a downtown hotel the name of "Louis de Lobe, Paris, France." Corbet's news account a story and he sent up a card. Word was sent back that M. de Lobe would be down at once and he appeared almost immediately. But when he came Corbet found difficulties in the way. M. de Lobe could not speak a word of English and Corbet was as ignorant of French as a newborn babe. But was Corbet stumped? Not a bit of it. His journalistic reputation was at stake, and his good old Irish wit came to his rescue.

M. de Lobe spoke Spanish fluently and still remembered some of the Latin he had once learned in college. Corbet had a smattering of Spanish and had been one of the best Latin students at the University. So he sat down on a chair opposite the French stranger and for an hour wrestled with him in Spanish and Latin, badly mixed. Finally, things arose and shook hands. Corbet with the supreme consciousness of duty well done under difficulties and M. de Lobe with a wholesome respect for the aggressiveness and resourcefulness of American journalism.

The story that Corbet turned in to his city editor was to the effect that a syndicate of which the French engineer was the head had in mind a project which was vast and almost unbelievable in its extent, but the dispatch from St. Petersburg shows that the plans are about to bear fruit. It was nothing more nor less than a continuous railroad from St. Petersburg to the United States, and the tunnel under Behring Strait was to be the keystone. M. de Lobe outlined to the reporter most of the details as they appear in the St. Petersburg dispatch and as they have come out in scattered news dispatches in the past two or three years. Lobe at the time of his visit to Seattle was on his way to Alaska to look over the ground.



NESTLÉ'S MILK FOOD
or
LACTEAL FARINA

Directions for Use:
Mix one teaspoonful of the Milk Food with a little water or milk in a few minutes. The mixture should be used in a few minutes. It is a valuable food for infants and invalids.

MIYAKO HOTEL, KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

JAPAN COALS. MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE: 1-1, SHINJUKU-CHO, TOKYO.

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HONGKONG BRANCH: PRINCE'S BUILDING, 108 HICKS STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Minami Hakodate, Tsushima, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and to State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS for Hokoku, Hondo, Kanada, Fushimi, Mameda, Mannoura, Jochu, (Hank), Suahara, Tsubakura, Yoshinaka, Yohio, Yunkohara, and others.

S. MINAMI, Manager, Hongkong.

RUBEROID ROOFING

RUBEROID
IS THE
PIONEER WEATHERPROOF,
ELASTIC AND
FIRE RESISTING ROOFING.
15 YEARS
RECORD FOR DURABILITY AND
EFFICIENCY.
LIGHT-COOL AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES TO THE SOLE AGENTS:

THE UNITED ASBESTOS
ORIENTAL AGENCY, LD.,
DODWELL & CO., LD.,
General Managers.

Auctions.



PUBLIC AUCTION.

Particulars and Conditions of the letting by Public Auction, to be held on MONDAY, the 13th day of August, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND North of Barker Road, in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

Boundary Measurements	Approximate Area	Approximate Value
1. 100 ft. by 100 ft.	10,000 sq. ft.	1000
2. 100 ft. by 100 ft.	10,000 sq. ft.	1000
3. 100 ft. by 100 ft.	10,000 sq. ft.	1000
4. 100 ft. by 100 ft.	10,000 sq. ft.	1000
5. 100 ft. by 100 ft.	10,000 sq. ft.	1000
6. 100 ft. by 100 ft.	10,000 sq. ft.	1000
7. 100 ft. by 100 ft.	10,000 sq. ft.	1000
8. 100 ft. by 100 ft.	10,000 sq. ft.	1000
9. 100 ft. by 100 ft.	10,000 sq. ft.	1000
10. 100 ft. by 100 ft.	10,000 sq. ft.	1000

BY ORDER OF THE MORTGAGEE.

MESSRS HUGHES & HUGH have received instructions to sell by PUBLIC AUCTION, on

TUESDAY,

the 14th day of August, 1906, at 3 p.m., at their SALES ROOMS, No. 4, Ice House Street, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTY which will be put up for sale in Two Lots:-

Lot 1.-All that piece or parcel of ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1803, together with the messuage or tenement thereon known as No. 4, WA HING LANE. The Property is held for the residue of the term of 99 years created by the Crown Lease thereof at the yearly rent of \$2.00.

Lot 2.-All that piece or parcel of ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as No. 1604, together with the messuage or tenement thereon known as No. 3, WA HING LANE. The Property is held for the residue of the term of 99 years created by the Crown Lease thereof at the yearly rent of \$2.00.

Particulars and Conditions of Sale may be obtained of

O. D. THOMSON, Vendor's Solicitor, 4, Ice House Street, and of the AUCTIONEERS.

Hongkong, July 26, 1906.

1486

FOR CANTON.

SAN CHUANG.

S. S. 'WING CHAI', CAPTAIN T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on WEEK DAYS at 7.30 a.m., and on SUNDAY MORNINGS at 7.30 a.m., and return from Canton at 9 a.m. on SUNDAYS, TUESDAYS and THURSDAYS and leave Hongkong on the following days returning Canton at 5 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 138, Cross Street Road Central.

700

HONGKONG-MACAO LINE.

S. S. 'WING CHAI', CAPTAIN T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on WEEK DAYS at 7.30 a.m., and on SUNDAY MORNINGS at 7.30 a.m., and return from Macao at 9 a.m. on SUNDAYS, TUESDAYS and THURSDAYS and leave Hongkong on the following days returning Macao at 5 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

On and after SUNDAY, the 26th Inst., (inclusive) the SUNDAY FARES will be:- 1st Class Single \$1.00, with Cabin \$2.00. 1st Class Return \$2.00, with Cabin \$3.00. 3rd Class Single .40 Cents, Return 60 Cts. Steerage 20 Cents each trip.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal.

First-class Passengers who do not care to return on the Steamer Sunday, will be allowed to do so on the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Running, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY., 81, Queen's Road Central, Hongkong, June 22, 1906.

1684

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

21, QUEEN'S ROAD CENTRAL.

1379

DR. M. H. CHAU,

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, DES VOGES ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

1388

S. I. N. T. I. N. G.

Surgeon Dentist, No. 14, D'ALMEIDA STREET.

TERMS VERY MODERATE.

Consultation Free.

628

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Sanku* having arrived from the above Ports Consignees of Cargo by air are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 10th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, August 8, 1906.

1685

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENEDI.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th August will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th August, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 8, 1906.

1689

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP PEROLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, August 7, 1906.

1679

NOTICE TO CONSIGNEES.

STEAMER CALEDONIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London and other ports are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 13th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, August 7, 1906.

1679

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUND as at 31st DECEMBER, 1905, £17,837,119.

Authorized Capital £3,000,000.

Subscribed Capital £2,700,000.

Paid-up Capital £2,670,000.

I.-Fire Funds £3,386,720 19 8.

II.-Life & Annuity Funds £13,762,498 8 5.

£17,837,119 8 5.

Revenue Fire Branch £5,961,044 19 8.

Life & Annuity Branches £1,713,808 10 10.

£3,774,853 19 8.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

1587

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT for 31st DECEMBER, 1905.

Assets, Gold \$2,232,552.19.

New Surplus, Gold \$2,716,144.51.

Income, Gold \$4,178,784.92.

FIRE BRANCH.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, April 3, 1906.

592

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity*	despatch-vessel	1700	12	3000	Comdr. E. La T. Latham	Shanghai
Andromeda	cruiser, 2nd class	4380	10	8000	Captain S. L. Vaughan Lee	Hongkong
Brantford	river gunboat	710	2	900	Lieut. Comdr. Davidson	Yangtze
Argonaut	cruiser, 1st class	13,440	2	900	Capt. E. H. Smith	On way home
Britannia	river gunboat	710	2	900	Lieut. Comdr. Bamber	Hongkong
Cadmus	water tank and tug	1070	6	1400	Comdr. Lord	Hongkong
Cherub	steamer	350	—	370	—	Hongkong
Chloe	cruiser, 1st class	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Diadem	torpedo boat destroyer	11,000	16	6500	Capt. H. W. Savory, R.N.	Hongkong
Fame	cruiser, 2nd class	360	—	1700	Capt. Grant Dalton	Hongkong
Flora	torpedo boat destroyer	4300	10	7000	Lieut. Comdr. Cox	Japan
Flora	torpedo boat destroyer	275	—	4000	Lieut. Comdr. Heaton	Japan
Flora	torpedo boat destroyer	280	—	3900	Lieut. Comdr. W. B. Darwall	Japan
Flora	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Japan
Flora	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thurst, R.N.	Japan
Flora	river gunboat	616	—	1200	Lt. Comdr. E. V. R. Dugmore	Japan
Flora	river gunboat	980	—	800	Capt. A. J. Tuke	Japan
Flora	river gunboat	350	—	630	Lt. Comdr. R. E. Vaughan	Japan
Flora	river gunboat	350	—	630	Lieut. Comdr. J. Kiddie	Japan
Flora	river gunboat	350	—	630	Comdr. C. E. Moore	Japan
Flora	river gunboat	350	—	630	Lt. Comdr. C. C. Walcott	Japan
Flora	river gunboat	350	—	630	Lt. Comdr. H. T. Atay	Japan
Flora	river gunboat	350	—	630	Lt. Comdr. Lyne	Japan
Flora	river gunboat	350	—	630	Commodore Williams	Japan
Flora	river gunboat	350	—	630	Lt. Comdr. R. Secretan	Japan
Flora	river gunboat	350	—	630	Lieut. Comdr. West	Japan
Flora	river gunboat	350	—	630	Lieut. Comdr. Stevenson	Japan
Flora	river gunboat	350	—	630	Comdr. R. W. Glendon	Japan
Flora	river gunboat	350	—	630	Lt. Comdr. C. E. L. Thomas	Japan
Flora	river gunboat	350	—	630	Lt. Comdr. G. B. Spicer-Simon	Japan
Flora	river gunboat	350	—	630	Lieut. Comdr. C. W. Wrightson	Japan
Flora	river gunboat	350	—	630	Lieut. Comdr. Jno. F. Knox	Japan

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4300	10	9000	Capt. Ferdinand Bublly	Shanghai
Panther	Austro-Hungarian cruiser	1350	12	6000	Captain E. Koerber	Yokohama
Achdon	French armoured gunboat	1796	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Morle	Cape St. James
Alouette	French gunboat	123	—	500	Comdr. Kerihuel	Hongkong
Argus	French gunboat	123	—	150	Lieut. Jeannel	Saloon
Arconado	French gunboat	645	10	1000	Lieut. L'Eves	Shanghai
Decadée	French gunboat	3985	14	5500	Comdr. Amet	Kiungkang
Decartes	French cruiser	10,014	38	20,000	Lieut. Coquilin	Saloon
Duportet-Thouars	French armoured cruiser	—	—	—	Lieut. Garreau	Saloon
Esturgeon	French sub-marine	300	7	6300	Lieut. Saint-Sains	Yokohama
Francisque	French destroyer	350	7	303	Captain Riffoux	Yokohama
Fronde	French destroyer	3978	38	20,200	Lieut. Porier	Yokohama
Guydon	French cruiser	9706	—	—	Lieut. Corleau	Yokohama
Guichen	French cruiser	—	—	—	Comdr. Sagot-Davaud	Yokohama
Haut Riviere	French gunboat	200	6	308	Commander Simon	Yokohama
Jacquin	French gunboat	307	7	200	Lieut. Armbruster	Saloon
Jersaint	French destroyer	1250	6	2200	Capt. Marial	Yokohama
Lexin	French cruiser	9700	12	15,600	Lieut. du Chemin	Saloon
Montcalm	French destroyer	307	6	300	Capt. Grallier	Chungking
Moquet	French gunboat	—	—	—	Lieut. Laviellere	Tientsin
Olry	French gunboat	—	—	—	Lieut. de Reimach Werth	Bale d'Along
Paillo	French gunboat	350	7	300	Lieut. Glorion	Saloon
Piazolot	French torpedo-boat	—	—	—	Lt. Vincent de Brichignas	Foochow
Portes	French sub-marine	—	—	—	Reserve	Saloon
Rupier	French torpedo boat	9437	8	6071	Lieut. Lebal	Foochow
Rotatable	French battleship	—	—	—	Capt. Dupries	Saloon
Sabre	French destroyer	1796	10	1700	Capt. Terquem	Yokohama
Sey	French gunboat	—	—	—	Lieut. Brugnon	Hongkong
Takang	French gunboat	250	6	—	Captain Wilken	Japan
Takou	French destroyer	6150	23	4560	Capt. Manoeck	Hongkong
Vauban	French battleship (reserve)	123	7	500	Comdr. Baron von M. Hillebrand	Hongkong
Vigilante	French gunboat	—	—	—	Comdr. Kloebe	Hongkong
First Bismarck	German flagships	11,000	36	14,000	Comdr. Hartog	Hongkong
Exena	German cruiser	6280	34	10,000	Comdr. Lubbert	Tientsin
Ilia	German cruiser	1000	10	1300	Capt. Lieut. Wing-Muller	Tientsin
Jaguar	German gunboat	900	10	1800	Capt. Lieut. Walter	Tientsin
Lucho	German gunboat	850	10	1344	Comdr. Delphin	Canton
Möwe	German gunboat	1000	8	875	Capt. Lieut. Globel	Yokohama
S. 90	German torpedo-boat	—	—	—	Capt. Lieut. von Bulow	Yokohama
Taku	German gunboat	900	10	1300	Capt. Lieut. Ferboni	Hongkong
Tungtung	German gunboat	170	6	1300	Capt. Marcano	Shanghai
Vaterland	German gunboat	—	3	500	Captain Borea Ricci	Shanghai
Vorwaes	German gunboat	—	8	500	Captain Presbitero	Shanghai
Calabria	Italian cruiser	3000	—	—	Capt. Pasovito	Macao
Edna	Italian cruiser	2500	10	7471	Captain d'Antas Ribeiro	Macao
Marco Polo	Italian cruiser	3600	—	—	Captain Coutinho	Cavite
Fuglia	Italian cruiser	2498	29	7000	Capt. Dyes	Shanghai
Adamastor	Portuguese cruiser	1960	14	4000	Capt. Robey	Hongkong
Dia	Portuguese gunboat	720	—	—	Capt. Woodard	Manila
Albany	U. S. cruiser	3739	28	7500	Capt. Sargent	Hongkong
Annapolis	U. S. gunboat	1000	12	1227	Lieut. Irwin	Hongkong
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Danakere	Manila
Baltmore	U. S. cruiser	4600	—	—	Lieut. E. P. Jessop	Hongkong
Barry	U. S. torpedo-boat destroyer	420	10	8000	Lieut. Hago Osterhamm	Manila
Dallas	U. S. gunboat	208	7	8000	Lieut. Garrel	Wooching
Chanoyoo	U. S. torpedo-boat destroyer	420	19	7500	Lieut. A. W. Rux	Manila
Cumdamel	U. S. cruiser	3213	17	7500	Za-Comdr. J. Hood	Shanghai
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Comdr. P. E. Sanyes	Manila
Delano	U. S. gunboat	860	10	8000	Captain Mahan	Cavite
Helena	U. S. gunboat	1292	8	1988	Comdr. J. B. Milhen	Hongkong
Monadnock	U. S. monitor	3920	6	3000	Comdr. G. E. Barbe	Manila
Monterey	U. S. monitor	4084	4	5244	Captain Logan	Manila
New Orleans	U. S. battleship	3437	20	7500	Comdr. J. E. B. Bass	Cavite
Pampanga	U. S. cruiser	12,000	—	—	Capt. Bennett	Manila
Paragua	U. S. gunboat	301	8	250	Capt. Cavies	Manila
Ratbow	U. S. gunboat	801	14	250	Capt. F. F. Fletcher	Manila
Raleigh	U. S. cruiser	4098	18	7500	Captain Very	Manila
San Francisco	U. S. cruiser	4098	27	9013	Comdr. Marshall	Shanghai
Richabow	U. S. cruiser	1000	18	1118	Lieut. H. A. Wiley	Canton
Wilabow	U. S. gunboat	347	3	600	Comdr. W. D. Dodd	Manila
Wilamington	U. S. gunboat	1397	8	1694	Captain Drake	Manila
Winconsin	U. S. flagships	12,000	50	12,500		

DRINK

THE ONLY GENUINE

'TANSAN'

J. CLIFFORD-WILKINSON.

WHOLESALE OF SUPERIOR
IMPORTATIONS
which are unobtainable elsewhere.

Per Case of 48 Pints \$8.50
Per Dozen Pints \$1.70
Per Case of 100 Btles. \$8.50
Per Dozen Btles. \$1.70

TANSAN
GINGER ALE

Experts Testify That

TANSAN WHOLESALE
PALATABLE

GINGER ALE

Per Case of 48 Pints \$8.50
Per Dozen Pints \$1.70
Per Case of 100 Btles. \$8.50
Per Dozen Btles. \$1.70

SPECIAL AGENTS

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

DON'T MISS!!

POWELL'S

SPECIAL SHOW

of

SMART, UP-TO-DATE

BLOUSES,

BELTS,

MILLINERY.

SUNSHADES,

SKIRTS,

DRESS

FABRICS,

etc., etc., etc.

FIRST-CLASS GOODS

AT

MODERATE PRICES.

Wm. POWELL, Ltd.,

ALEXANDRA

BUILDINGS,

HONGKONG.

The
SAVOY,

LIMITED.

JUST
RECEIVED

FINE LINE

OF

Untrimmed -

Hats. - - -

THE SAVOY, Ltd.

QUEEN'S ROAD
CENTRAL.THE
NEW WEEKLY.

COPIES OF NO. 1

ARE RUNNING OUT.

If you want to try for the

\$500 PRIZE

BUY EARLY.

CAMPHORINE DISINFECTING
FLUID.FROM THE SANITARY DRY LIME
COMPANY, LIVERPOOL.

A EUCALYPTUS PREPARATION.

NON-POISONOUS AND NON-CORROSIVE.

A FRAGRANT AND MOST EFFECTIVE
DISINFECTANT.Awarded the Gold Medal and Highest
Diploma, Antwerp Exhibition; and Silver
Medal and Diploma, Liverpool Exhibition.Invaluable for Flushing, Watering and
Disinfecting Purposes, and Indispensable
for Nurseries, Baths and Sick Rooms.To be had from:-
Messrs H. RUTTON & J. BYRAM,
JEE & CO., JEE & CO., THE
MUTUAL STORE, TY SING, SANG
TAI, CHAN YUEN, and also from the
Undersigned.In 1 Gallon Tins and Split
Bottles.In 1 GALLON TINS at \$2.25 per Tin.
In SPLIT BOTTLES at 15 Cts. per bottle.

AGENTS FOR HONGKONG AND SOUTH CHINA:

RUMJAHN & CO.,

2, TEDDER STREET, HONGKONG.
Hongkong, August 1, 1906.

S. MOUTRIE & Co.,

LIMITED.

HONGKONG,
SHANGHAI, TIENTSIN.

'HUMANOLA'

PIANO
PLAYERWith Patent Attachment for
Transposing and especially
prepared for this climate.

PRICE

\$420

RECITALS DAILY.

SOLE AGENTS:

S. MOUTRIE & Co., Ltd.,
VORKE BUILDINGS, CHATER ROAD,
Hongkong, August 4, 1906.A. S. WATSON
& Co., Ltd.

BULL

DOG

BRAND

LIGHT

ALE

IN

QUARTS, PINTS

AND

SPLITS.

This ALE, brewed expressly

for ROBERT PORTER & CO.,

LTD., is bottled under a Special

System which enables the best

Characteristics of a Good ENG-

LISH ALE to be combined

with Extreme Lightness of

Character and a practical FREE-

DOM from SEDIMENT—a

result hitherto deemed unat-

tainable.

Per Case of 4 Doz. Quarts \$18.00

" 8 " Pints. 24.00

" 12 " Splits. 27.00

Per Dozen Quarts... 4.50

" Pints... 3.00

" Splits... 2.40

SOLE AGENTS:

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, July 25, 1906.

MARRIAGE.

MR. BEN BAIN, of St. Mary's Church,
Waterloo Park, Waterloo, on Wednesday,
8th August, CHARLES HOLLYMAN, Mission-
ary, of "Lasholme," Great
Croby, Liverpool.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per Sailing undelivered after 4
p.m. on this date will be landed.

General Memoranda.

SATURDAY, August 11:—

4 p.m.—Meeting of Hongkong Gun Club
at Club House.4 p.m.—Auction of V.R.C.'s En-
closure, Kowloon.

MONDAY, August 12:—

3 p.m.—Auction of Crown Land at the
Public Works Department's Office.Goods per Sailing undelivered after
this date will be subject to
rent and landing charges.Goods per Sailing undelivered after this
date subject to rent.

TUESDAY, August 14:—

Noon—Meeting of Hongkong, Canton &
Kowloon Steamship Co., Ltd., at Co.'s
Office.8 p.m.—Auction of Leasehold Property,
at Messrs Hughes & Hough's Sales
Rooms.

WEDNESDAY, August 15:—

Goods per Sailing undelivered after
this date subject to rent.Goods per Sailing undelivered after 4 p.m.
on this date subject to rent.

SATURDAY, August 18:—

Noon—Meeting of Shareholders of The
Hongkong and Shanghai Banking Cor-
poration, at the City Hall.

MONDAY, August 20:—

Noon—Meeting of Hongkong & Wham-
poa Dock Co., Ltd., at Co.'s Office.

The China Mail.

HONGKONG, THURSDAY, AUGUST 9, 1906.

THE BRITISH MERCANTILE
MARINE

The President of the British Board of Trade has appointed a committee to consider the best means of securing the supply and training of young men for the mercantile marine. Experience has shown that the appointment of committees is too often an expedient adopted by a harassed minister to pass his responsibilities on to other shoulders. In the event of the deliberations of the committee being fruitless—as they not infrequently are—the minister can shrug his shoulders and claim to have done all that can be expected. It is not suggested that Mr. Lloyd George has any intention in his mind of shirking his duty in this instance. On the contrary even the conservative papers at Home applaud his action, possibly because the minister is not fitted by training or knowledge to grapple with the problem himself. We have, on many occasions, pointed out in these columns the eminent desirability of practical attention being given to the unfortunate, not to say disastrous, phenomenon presented by the passing of the British sailor. To the mercantile understanding the manning of our mercantile fleet by aliens will be seen to constitute a fearful menace if we should, unhappily, be involved in a naval war. Dependent as Great Britain necessarily is upon food supplies from overseas, the loyalty of the crews of the merchant shipping is only one degree less important than the loyalty of the men who form the personnel on our warships. On several occasions, lately it has been shown that disasters to British vessels have occurred owing to more than fifty per cent of the crews of the vessels being Swedes, Russians or Italians who could not understand the words of command given by their officers. This is a condition of affairs so obviously bad that it is surprising that there has been no great popular movement to bring about its betterment. The only means of overcoming the difficulty is to train the British youth for his natural calling and, as a corollary to render that calling more attractive and remunerative. The difficulty experienced in getting together a good crew of British seamen is attributable to many causes. In the first place the wages paid are not high enough to induce young men to embrace a calling which necessarily involves considerable hardship and a lack of the social and home pleasures which are available to the humblest land worker. Then the regrettable allegation has been made that, in con-

sequence of the interference of union officials, the British sailor is not amenable to the discipline which is absolutely essential to the safety of a sea-going vessel. But the greatest difficulty of all, and the one that the President of the Board of Trade has most wisely directed the committee to pay special attention to, is the shortness in the supply of trained British sailors. We won our position in the world by the superiority of our sailors at a time when the line of demarcation between the naval and the mercantile marine men was not so sharply defined as it is now. It would be a national calamity if we developed the habit of employing cheap substitutes in every calling that brings out the sterner qualities in men, consequently we wish every success to the committee which is now endeavouring to solve this very pressing problem.

The Christian Scientists in England, rubbed up by the recent case, have been busily defending themselves against detractors. Letters are appearing in various papers and the *Morning Post* of London contains one from a declared church of England man who asks: Is not this persistent campaign of scorn and ridicule directed against the religious beliefs of the Christian Scientists becoming distinctly monotonous? Whatever their merits or demerits, they at any rate are never found engaged in such un-Christian-like and uncharitable practices as attacking, jeering and sneering at other denominations. Apart from this vexed question of physical healing I am absolutely convinced that they, as much as any denomination, are doing their full share of the good work in the world in helping people to lead better lives, and I certainly think that they ought to be given credit for it; and further, as we all benefit by a better world, surely then should we welcome all such workers who are helping to make it so, under whatever name or theories they work. Let us, therefore, as professing Christians, show a more just and generous spirit than that of always harping on their occasional failures while remaining perfectly silent on their many successes. What is wanted is to have far less time wasted on talking about religion, wrangling about doctrines, far less of the latter, and much more of the acting of religion in our daily lives, this, after all, being the only true test of the sincerity of our professions.

The Report of the Commission appointed more than two years ago to examine into and report upon the alleged lawlessness of certain clergymen in the Church of England, has recently been published. The Commission was strong and fairly representative of the different shades of opinion within the Anglican communion. Its findings have been unanimously supported, and therefore, it is fair to assume that extreme views have found no place within its covers. In a few weeks the public will be able to read, if so inclined, the evidence on which the findings are based, and will be able to see for themselves whether the recommendations of the Commission are worthy of attention or not. It seems to have been made out from the reports to hand in the papers by the French mail, that some of the clergy have been guilty of "an organized sustained, and widespread conspiracy to upset the Protestantism of the English Church, and to bring back its doctrine, ceremonial, and spirit to the Roman model." That there must be some truth in this charge is evident when we hear the Primate saying in Convention, that the situation has "become well-nigh intolerable." It is not our intention here to traverse the many affirmations of the report, in which it is averred that the Clergy have deliberately attempted to introduce many innovations which are inconsistent with the ideals cherished by the Protestants of the Anglican Church. It does seem strange, however, when we see a great nation like the French, leaving farther and farther behind some of the assumptions of the Roman Catholic Church that many of the Clergy and some of the laymen should be doing their utmost to transplant these ideas on English soil. It is pointed out that the dioceses of England are too large to be effi-

ciently supervised by their respective bishops. This is probably true. On the other hand where the ideal of the Church is comprehensiveness, and where much latitude in matters of ritual is supposed to be right, it is difficult to see how individual bishops can suppress the innovations of which complaint has been made. In the past some of the changes appear to have looked on many of them with approval. The Commission also recommends that the present law be altered, as it is too narrow for the religious life of the present generation. It advises that a new Rubric concerning vestments, and other modifications be settled by Convocation, and then that the proposed changes be submitted to Parliament for its approval. It is not likely we think that the leaders of the Anglican Church will be wishful to accept this suggestion and carry it into effect, nor will the present Parliament be very willing to accept such a duty. On the whole it is difficult to see how anything very practical can follow from the findings and recommendation of the Commission, for those who have the power to deal with the question will probably fight shy of it, and those who would like to settle things, and especially if they could settle them to suit themselves, have not the power to do so.

LOCAL AND COAST NEWS.

At the instance of Sergeant Lee two keepers of a gambling house at No. 8 Tiy Hing Lane were fined \$100 each, at the Magistracy this morning.

The *Siam Free Press* understands that an Englishman is shortly expected out from home to take charge of the Statistical Department of the Customs in Bangkok.

M. Beau, the Governor-General of Indo-China, is on his way to France to consult the Home Government about raising a public works loan for the Colony. The naval and military defences of the Colony will also, it is said, be discussed. M. Beau will return to Saigon in a few months.

The *Rangoon Times* makes the startling statement that an average of one person is dying from plague in Rangoon each hour of the day and night; and that on an average, one case of plague is reported in Rangoon every 40 minutes of the day and night. This is a foreboding way of putting the official returns.

Yesterday afternoon—about 5 o'clock—a coolie, in attempting to board one of the ferries while it was moving, fell into the water, between the piles and the launch. He was bumped clear by the launch and managed to clamber on to the steps, after swimming under the pier for a few seconds. As far as could be gathered the coolie was uninjured.

Three coolies were proceeded against by Mr. Yan Epps, at the Magistracy, for negligent driving of a truck. The defendants were pulling a truck along the Prince East and when complainant, with a pair of horses and vehicle, was about to pass them behind they suddenly turned round and a serious accident was very narrowly averted. The coolies were fined \$3 each and bound over in the sum of \$100 to be of good behaviour.

Burma-Chinese Railway.

The Anglo-Chinese negotiations for carrying on a projected Burma-Chinese railway is approaching completion, says a Calcutta telegram of August 1. The first section of the line—Bhamo to Tengyueh—will be a joint Anglo-Chinese undertaking. The second section, which ends at Yunnanfu, will be a wholly Chinese undertaking. China is also arranging for the purchase of the French railway from Tonquin into Yunnan.

MISSION TO SEAMEN.

The Hon. Treasurer of the Missions to Seamen begs to acknowledge with thanks the following donations:—
His Excellency Sir Matthew Nathan \$150.00
Sir Gerald H. U. Noel... 100.00
Messrs Butterfield and Swire... 100.00
The Union Insurance Co. of Canton... 100.00
Messrs Jardine Matheson & Co... 100.00
The Hongkong & Shanghai Bank... 100.00
The P. & O. S. N. Co... 50.00
Messrs Siemens & Co... 50.00
The Hamburg Amerika Linie... 50.00
Messrs Dorell & Co... 50.00
Sir C. P. Chatter O. M. G... 50.00
Messrs Arnold Korberg & Co... 50.00
Messrs Meyer & Co... 50.00
Dr. R. Law Esq... 25.00
Messrs Gilman & Co... 25.00
Messrs Bradley & Co... 25.00
Messrs Lane Crawford & Co... 25.00
Messrs D. Sassoon Sons & Co... 25.00
Messrs Gibb Livingstone & Co... 25.00
Messrs Alexander Ross & Co... 25.00

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels which should receive careful attention as the first unnatural looseness of the bowels appears. The best medicine in use for bowel complaint is Chamberlain's Colic, Cholera and Diarrhoea Remedy as it promptly controls any unnatural looseness of the bowels, whether it be in a child or an adult. For sale by all chemists and druggists.

THE NEW WEEKLY.

Hongkong Types.

One of the most striking features of the second number of the *New Weekly*, which will be issued on Saturday morning, will be the first of a highly interesting series of illustrations of Hongkong Types. The artist has brought a sense of humour into collaboration with his pencil and the result is an amusing set of sketches which will not only prove of interest to local readers but which will be eminently suitable for sending Home. This week the ubiquitous "Amah" is the subject of our artist's attention.

Another series that will delight readers is that which describes the adventures of Mrs. Brown, an estimable lady of the lower middle class, who leaves the Homeland for Hongkong, where, her friend advises her, there were thought to be a number of "furrin' Chinese." Her adventures with a "chair" is the subject first dealt with.

"The Floral Harpy," the sensational story by "Dolly Oliver" the first portion of which appeared in last week's issue is brought to a 'trigical' conclusion.

The budget of sport will be found to treat of all local events of interest.

"Veronica" writes another of her clever letters, this time addressing herself to "a Hospital Nurse," and the "Worm" turns as merily as ever.

A breezy little sketch "Madge's Hockey Party" will be a popular item, and "Aliquis" gives a few of the numerous Limericks which have been sent in for the prizes which attach to the competition he initiated.

Space prevents a setting out to-day of all the things which will be included in the pages of the *New Weekly* on Saturday but the brightly written "Sociability" and "Pertinent Pars," will continue to be a feature, while Major-General Villiers Hatton is the notability whose portrait will appear as the Man of the Time. Throughout the issue will be brightened by numerous illustrations.

We again direct attention to the name competition in which we are offering a prize of \$500 for a suitable name for the paper. Considerable interest has been taken in the competition, as will be seen by a perusal of the competition page, in which all the names suggested—except those which we decided were utterly unsuitable—are published. It may be well to reiterate that any names which are too entirely preposterous will not be permitted to compete.

SOCIAL AND PERSONAL.

Mr. T. H. Reid, formerly Editor and Manager of the *China Mail*, leaves London towards the end of September for Singapore, where he will take up the position of Managing Editor of the *Straits Times*.

Today being the anniversary of the coronation of His Majesty King Edward VII was honoured by the firing of a Royal Salute at noon. The men-of-war and many of the merchant ships in the harbour dressed ship but otherwise there was nothing to mark the occasion.

His Excellency the Governor gave a most enjoyable "At Home" at Mountain Lodge yesterday afternoon, which was attended by about 200 people. The weather was perfect and the fact of the sky being overcast enabled visitors to play tennis and croquet and consequently the lawn presented a very animated appearance during the afternoon. The West Kent's band played an enjoyable programme of music.

The following are extracts from the *London Gazette*:—The Queen's own (Royal West Kent Regiment), Lieutenant Aymer Evelyn Hardy, from 3rd Battalion, The Royal North Lancashire Regiment, to be Second Lieutenant, in succession to Lieutenant W. F. Holmore, resigned. Dated 4th July, 1906; Second Lieutenant G. B. Legard is placed temporarily on the Half-pay List, on account of ill-health. Dated 14th June, 1906; Supernumerary Captain Cyril Drucro to be Captain in succession to Major A. Martyn employed with the Macedonian Gendarmes. Dated 12th June, 1906.

A RELIABLE REMEDY FOR DYSENTERY AND DIARRHOEA.

As the season is at hand when diarrhoea and dysentery are prevalent, a reliable remedy should always be kept in the house for immediate use. The success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the treatment of bowel trouble, has brought it into almost universal use and the following letter indicates it is giving satisfaction in South Africa. Mr. J. E. Morris, Chemist at George, Cape Colony, says: "I have stocked Chamberlain's Remedy for some years and find them thoroughly reliable, and in all cases answering the purpose for which they are intended." For sale by all chemists and storekeepers.

BY TELEGRAPH.

GENERALS FIGHT.

A BLOODLESS DUEL.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, August 8.

A dispute between General Negrier and General Andree, of the French Army, which arose out of the memoirs of General Andree, led to a duel.

General Andree fired harmlessly into the air, but General Negrier did not fire at all.

RUSSIA

GENERAL STRIKE A FAILURE

Vigorous Authorities

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, August 8.

It is officially announced from St. Petersburg that the general strike has completely failed.

The movement of the strikers was vigorously suppressed by the authorities, and the strikers were dispersed.

The failure of the strike was brought about by the prompt and vigorous action of the authorities, who arrested all the agitators, it was possible to lay hands on and continue to disperse crowds.

[REUTERS' SERVICE]

New Premier Falls.

LONDON, August 7.

Owing to the failure of M. Stypinski to form a Cabinet, the falling is gaining ground that the Russian Court is favourable to a military dictatorship, and the Grand Duke Nicholas.

Destroying Evidence.

LONDON, August 7.

Yesterday the revolutionaries at St. Petersburg rang the bell of the military tribunal, and after overpowering and bludgeoning the attendant proceeded to the office and stole the records of the result of the duel, including the documents relating to the case of Lieutenant Schmidt.

THE WRECK OF THE "SIRIO."

LONDON, August 7.

The Captain of the "Sirio" is alive and on shore.

He declares that the wreck on which the ship struck was not marked on the charts.

H. M. S. "MONTAGUE."

LONDON, August 7.

The wreck of H. M. S. "Montague" is to be sold by auction.

CANTON NOTES.

(From Our Correspondent.)

THE CANTON-HANKOW RAILWAY.

CANTON, August 7.

Although there are floods of suggestions, and oceans of reports of meetings in connection with the Canton-Hankow railway there appears to be little that is going on. If any one were to take the trouble to read all that is reported of the meetings, of the suggestions, and the protests, and of the forecasts one might do little else. Yet the fact remains that little that is practical seems to be done or even attempted. Mutual suspicion will account for much of the difficulty in getting the enterprise going. Then underneath the determination that foreigners shall be kept out of the undertaking at all costs, and be prevented from influencing the decisions of those who have power or influence, there appears to be a suspicion that the Chinese themselves are really unable to put the thing through, and that if Chinese take the matter in hand it cannot be assured that, when the line is put down, it will be capable of doing the work for which railways are laid.

FAMINE IN YUNNAN.

I hear that a very severe famine is raging throughout the province of Yunnan. For some months no rain of any moment has fallen, and there is no harvest, and there will be none. Owing to the peculiar conditions of the country, and the difficulties of transport, there is no means of easily getting food to the people even if food were available. The report says that rice is selling at \$1 for 6 catties. The price of rice in Hongkong at present is \$1 for 22 catties and therefore we can see that there is a serious famine threatening the people. About \$10,000 have been subscribed by the governors of the province, and business firms have gone into Annam where rice is plentiful and cheap. The benevolent of Canton have been urged to take the matter up, and subscribe money to relieve those who are threatened with death. Even the rich, with money in their pockets, can only buy the most necessities of life.

A BANKRUPT'S BOOKS.

Why Were They Sold?

In the Bankruptcy Court this morning before His Lordship Sir Francis Pigott, Chief Justice, the public examination of the books of the Kwan Yu Yee Hop Koo firm took place.

Sz Ko Wan explained that the firm carried on business as flour merchants and Californian merchants. Ten years ago Sz and Li Wing Kwan took over the business, but Sz did not know when the firm started nor how much he put in to it. It was probably about \$10,000. At the commencement of the current Chinese New Year they removed to Des Voeux Road and one of the books, as he did not think the old books of the firm were of any use, sold them, after the balance had been carried forward.

The Chief Justice: What did he get for them?

Sz Ko Wan: I don't know.

Mr Wakeman: What were your liabilities then?

Sz Ko Wan: At the beginning of the year we owed \$100,000.

Mr Wakeman: What were your assets?

Sz Ko Wan: How can I tell?

Mr Wakeman: Did you have more money owing to you than you owed?

Sz Ko Wan: Our shop was heavily indebted; we were insolvent.

Mr Wakeman: I think that you sold the books?

Sz Ko Wan: No.

Mr Wakeman: How do you account for being bankrupt?

Sz Ko Wan: Because two of my creditors commenced action against me, and I thought it better to put the whole estate into bankruptcy in order that all the creditors might get a dividend. The shop has been having trouble ever since with the sale of flour.

Mr Wakeman: Did you send flour to Australia?

Sz Ko Wan: No. We bought large quantities from Australia.

Mr Wakeman: You have due to you \$10,000 from persons in Australia. What is the fact?

Sz Ko Wan: We sent miscellaneous goods to Australia, not flour. That is a good debt.

Since a petition had been filed, continued.

Sz Ko Wan: He had been approached by certain creditors asking him to withdraw it. They said: "You are our very good friend; it is merely a debt." The whole of the local creditors had taken up that stand.

Mr Wakeman: What percentage could you pay if the receiving order was withdrawn?

Sz Ko Wan: It is impossible for me to say.

Mr Wakeman: What do your creditors think?

Sz Ko Wan: They did not mention anything about the percentage I was to pay them.

The public examination was adjourned.

THE UNITED ASBESTOS AGENCY.

Annual Meeting.

The tenth ordinary general meeting of shareholders in the United Asbestos Oriental Agency Limited was held at Messrs Dodwell and Co's office at noon. Mr G. H. Medhurst presided and there were also present Messrs A. Denison, J. Skinner, R. G. Barrett, A. Ritchie and G. R. Edwards (secretary).

The Chairman said:—Gentlemen, With your permission I propose taking the report and accounts as read. The profit we have been able to show this year, although slightly less than that of the previous twelve months we consider satisfactory in view of the keen competition and general depression in trade. I do not think the accounts call for much explanation, the profits on the sales are some \$17,500 more than last year, but the expenses have increased by approximately this amount. The increased expenditure is partially due to the initial cost of opening in Singapore, but we consider the money well spent as we have good hopes of this branch proving a valuable source of income to the Company in the future. Your general managers have not considered it necessary to write down the value of the launches as they already stand in the books at a very low figure; they have however written off \$662.16 for depreciation of furniture and fittings. The stock as usual has been very carefully taken and checked and due allowance made for depreciation. Before proposing the adoption of the Report and Accounts I shall be pleased to answer any questions to the best of my ability.

There were no questions and the Chairman proposed the adoption of the report and accounts.

Mr Denison seconded. He said that while doing so he would take the opportunity of suggesting that the general managers should consider the advisability of doing away with the founder's shares. It was better in a company like theirs to have but one class of shares.

The Chairman said that the suggestion should be considered and the resolution was carried.

Mr Ritchie proposed the re-election of Mr W. H. Potts as auditor, this motion was seconded by Mr Skinner and carried.

That concluded the business and the Chairman announced that dividend warrants could be obtained on application.

A GOOD RULE FOR THE HOME.

MAKE it one of your regular habits to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home as a safeguard against a sudden attack of bowel complaint. It is certain to be needed sooner or later, and when that time comes it will be needed badly. For sale by all chemists and storekeepers.

COMPLICATED MORTGAGES.

A Bankrupt's Story.

The public examination of Wong Yik, travelling trader, was commenced in the Bankruptcy Court, this morning, before His Lordship Sir Francis Pigott.

Debtor stated that he traded in indigo, dye, etc., and was forced to file a petition to bankruptcy because two partners who jointly owned forty-four houses in Third Street with him, had sued him for money. On the houses there was a first mortgage of \$20,000, and of this money he had used \$18,000, which he paid to Messrs Borneman and Company as security for himself as a comrade. There was also a second mortgage of \$35,000, which was made in order to pay off the balance of the security.

Mr Wakeman: You have put the amount of the second mortgage in your statement as \$11,000. How is that?

Debtor: Yes; I have to pay \$11,000.

Mr Wakeman: Are you to be released from your security by Messrs Borneman?

Debtor: No arrangement has been come to.

Mr Wakeman: Then you are still liable for \$15,000? There is also a third mortgage on this property for \$18,000 is there not?

Debtor: Yes; my partners received the money. I had already received \$18,000 out of the \$20,000, and my partners insisted upon my giving them a promissory note for \$9,000 each.

Mr Wakeman: The property which you put down as worth \$13,000 is not worth anything then?

Debtor: My partners owe me about \$8,000.

Mr Wakeman: The property is mortgaged for \$70,000 and you say it is only worth \$70,000.

Debtor: It is only mortgaged for \$20,000.

Mr Wakeman: There is a first mortgage for \$20,000, a second for \$35,000 and a third for \$15,000.

Debtor: The \$20,000 is paid off because I gave them promissory notes. How about their debts to me? They owe me \$4,000 and \$6,000.

Mr Wakeman: In your list of creditors you put your partners down for \$9,000 each.

Debtor: These are the amounts I gave promissory notes for; the third mortgage for \$18,000.

Mr Wakeman: Did you get the promissory notes back?

Debtor: No.

Mr Grist said that he could call evidence to show that the debtor had property at Canton. According to the Bankruptcy Ordinance he must call this for the benefit of his creditors or he could be committed for trial for contempt of Court.

His Lordship said that he felt satisfied that the debtor had property at Canton but he would like to have evidence called on the point, and Mr Grist promised to call witnesses.

The debtor said that the property at Canton belonged to his son. He had nothing to do with it.

Mr Grist: Where did your son get the money from to buy it?

Debtor: From his mother.

Mr Grist: Where did she get it from?

The debtor: She won it in the Wai Shing lottery.

Mr Grist: How much?

Debtor: \$10,000.

Mr Grist: Did she have several wins.

Debtor: Yes, she was very lucky.

The examination was adjourned sine die so that further evidence might be produced.

THE CANTON-HANKOW RAILWAY.

Construction Commences.

(From Our Correspondent.)

CANTON, August 8.

At a meeting of the Directors of the Canton-Hankow Railway Company held yesterday, at which there were present some fifty persons, who were presided over by Chang Kun Ying (Director), the following matters were tabled.

1.—On the 13th day, the Company sent a Commission consisting of Chan Lai To, Hau Hui Chiu, Leung Wai Ting, and Hung Lai Ting to one of the Hongkong Branches which was represented in the persons of Chan Kang Yu, Chan Chak Yu and Young Sai Ngam, and asked them what they intended doing with the funds they had collected on behalf of the Company. According to the report of the Company's Commission the gentlemen in question still refused to hand over the money. Now it is desired to know what would be the best step for the Company to take with a view to entirely closing that Branch. It is desired to wire the amount of funds collected for the information of the Board of Commerce, and to advertise the same in the papers; it is further desired to notify the public that all scrip issued by Chan Kang Yu, Chan Chak Yu, and Young Sai Ngam, who represented one of the Hongkong Branches would be cancelled and taken out of the Company's books, owing to their refusal to hand over the money.

2.—To appoint the 22nd day (11th August) on which to commence work. The first portion to be worked upon is at the Sai Chung Shui Yuen Kong. The embankment along Kio Tong are also to be proceeded with.

On the day above mentioned, the various representatives are requested to be present when the ceremony of resuming work will be carried out at noon.

On the 17th day, His Excellency Viceroy Shun visited the Railway Director from Whampoa stating that he (the Viceroy) had telegraphed Viceroy Yuan Shi Kai hurrying the return of Kwong, a Chinese Engineer, and that a reply has since been received that Viceroy Yuan has directed Kwong to return as speedily as possible.

On the same day, the Railway Company wired Kwong asking what money he would require for his travelling expenses in order that the necessary money might be sent him.

Many tenders for constructing the tunnel at Sai Chuan Shui Yuen Kwong, which is 3000 feet in length have been received. The offers vary from \$50,000 to \$13,000. The contract for \$15,500 was accepted, and the agreement was signed the same day.

UNPROFITABLE BOARDING HOUSES.

At the Bankruptcy Court to-day the public examination of Mrs Elizabeth Banney was concluded, before His Lordship Sir Francis Pigott, Chief Justice.

The debtor said she who lately kept a boarding house at No 56 Caine Road, she first started at Morrison Hill in 1904 when \$2000 was raised for her in subscriptions. With this the houses were furnished and other necessary expenditure incurred. The boarding house did not pay from the start and she shifted to Caine Road but the place there did not pay either. At first she had four boarders but latterly only two. She owed \$6300, the biggest creditor being the 'Wo Shan' firm, comrades, to whom she owed \$600.

The debtor was adjudicated bankrupt on the application of Mr Grist.

SPORTING.

Ride Shooting.

VOLUNTEER RESERVE ASSOCIATION.

Competitions for the Governor's Cup and Pool, 200 yards for members of the Volunteer Reserve Association, will take place on the following dates: Saturday, 11th, 1.30 to 4.30; Sunday, 12th, 9.30 to 12.30; Saturday, 18th, 1.30 to 4.30; Sunday, 19th, 9.30 to 12.30; and for the CHINA MAIL Cup on Saturday, 25th, 2.00 to 5.00.

Members wishing to have private practice on week days may do so on notifying the Hon. Secretary, but they will have to make their own arrangement for rifles and ammunition.

Home Cricket.

YORKSHIRE BEATES.

The outstanding feature of the cricket championship tourney of the first fortnight in July was the defeat of Yorkshire, who were beaten by Kent at Dewsbury for the first time this season. It was something approaching a sensational finish, Yorkshire being unexpectedly beaten by 25 runs. Set only 94 to win, their batting broke down so badly that Hallam and Wagg set rid of them for only 68, Tunncliffe "bagging a brace."

SURREY LEADING.

On July 14 Surrey headed the County Championship, having won 11 matches, lost 1 and drawn 3; Yorkshire was second, won 9, lost 1, drawn 5; and Lancashire was third, won 9, lost 2, drawn 3.

THE AVERAGE.

T. Hayward still leads in the batting averages, having, up to July 14, scored 2140 runs in 219 innings (3 times not out), an average of 85.60. E. G. Arnold (average 66.38) was second.

S. Haigh led the bowlers, having taken 110 wickets for 1208 runs, an average of 10.98. Wagg (61 wickets at an average cost of 13.39) was second.

A BOWLING FEAT.

The sensational feature of the Gentlemen v. Players' match at Lord's—it is exactly 100 years ago since the first game between representative teams was so styled—was the wonderful bowling of Arthur Fielder, the Kent professional, who took all ten wickets, a feat without precedent in the history of the encounter. He bowled five overs, got another five, and bowled three off him behind the stumps, while his tenth wicket came from a "skyer" to Haigh at mid-on. The wicket gave Fielder some assistance, as it kicked a good deal at his end and two or three of his victims fell to fast-rising balls, which the batsmen just nicked in Lilley's safe hands but, for all that, he kept a beautiful length, and no one really played him with comfort or certainty. Fielder's figures were:

OVERS. MAIDENS. RUNS. WKTS.
24.5 1 90 19

General.

A. J. Jarvis, of Leicester, has again won the long-distance swimming championship in the Thames, beating H. Taylor (Chaderton S.C.), after an exciting race, by two yards in 1 hr. 30 min. 40 sec. This is the eighth win for Jarvis, who, from 1898 to date, has only been beaten once; last year Billington won.

The final of the inter-regimental polo tournament at Hurlingham was won by the 20th Hussars, who beat the 11th Hussars by six goals to five. At the end of the usual sixty minutes each side had scored five goals, and it was necessary to play over sixteen minutes of extra time before the "20th" secured the winning goal.

On July 7 at Stamford Bridge the A. A. A. Championships were contested. J. W. Morton (100 yards champion) again won. Dennis Murray (Ireland) was second and Lieut. Halwell (Scotland) third. The time was 10 1/2 seconds.

The mile was won by G. Butterfield (Darlington Harriers) who was last year's champion. Time 4 min. 18 1/2 sec.

A. Astley won the half-mile in 1 min. 57 1/2 sec., the fastest time for eight years.

O. H. Jupp (L. A. C.) won the 220 yards in 22 1/2 sec. Jupp won in 1904 but was beaten last year.

The 120 yards hurdles fell to R. S. Broonach (Glasgow Academicals), last year's champion. Time 10 1/2 sec.

Lieut. Halwell retained the quarter mile title by again winning. Time 48 1/2 sec.

RHEUMATISM PAINS RELIEVED.

THE quick relief from rheumatic pains afforded by Chamberlain's Pain Balm has surprised and delighted thousands of sufferers. It makes rest and sleep possible. A great many have been permanently cured of rheumatism by the use of this liniment. For sale by all chemists and storekeepers.

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\$500.

LAST SATURDAY'S ISSUE WILL TELL YOU ALL ABOUT IT.

CORRESPONDENCE.

THE CANTON-HANKOW RAILWAY.

(To the Editor of the "CHINA MAIL.")

Sir:—Last week, the Canton Office of the Canton-Hankow Railway Company sent a Commission to Hongkong requesting Chan Chak Yu and Young Sai Ngam to hand over the money which they have collected on behalf of the Company. This request met with a refusal.

May I, through the medium of your paper, ask what they intend to do with the money, which amounts to \$108,000? Messrs Chan Kang Yu and others maintained that the present management of the Canton-Hankow Railway Co. was not formed to the satisfaction of the Shareholders; but they themselves have apparently erred in refusing to hand over the money without first consulting with the Shareholders whose money they now hold. In the event of the Company cancelling all the scrip as a result of their obstinacy in not complying with their request, will Messrs Chan Kang Yu and the above named gentlemen make good any loss sustained by the Shareholders through their refusal?—Yours etc,

ONE OF THE SHAREHOLDERS.

THE "SAINAM" PIRATES.

Confession of Guilt.

(From Our Correspondent.)

CANTON, August 8.

It appears from reports to hand that the Officials have put the five men, whom they arrested as implicated in the piracy case, on their trial. When they were arrested, they were submitted to a kind of preliminary trial, and their confessions, with the impressions of the palms of their hands were sent to the Nam Hoi magistrate where the prisoners themselves were forwarded. At the more formal examination the men were at first inclined to go back on what they had before confessed. But the sternness of the magistrate, linked with a promise that one of their number, Cheung A Ping, would be regarded as king's evidence if he would confess, led to a clean breast of the whole affair.

If what Cheung A Ping said is correct (and it appears to harmonize with a good deal of what is generally known) then the authorities have really got hold of the ringleader of the outrage, named Leung A Kan. He is the one who planned the attack; he had the firearms, and distributed them to the others who were with him. When the robbery had been effected, they landed on the banks of the river near by, drove away all the villagers who were living there looking after the silkworms and the mulberry trees, and, there and then, divided the booty among them, which amounted to about \$200 and 10 suits of clothes each.

They then glided down the river through the night, and in the early morning reached Lung Kung and took passage on the ordinary boat for Canton, hoping to lose themselves in that great city. Such, in the main, is the evidence which came out in the examination. One of the prisoners, confessed so fully that the mandarin gave him a few handfuls of cash as a reward for his virtue. What is to be their punishment is not yet published.

Among the five prisoners was one named Chan A Kay who gave the following account of himself. He was an employe in a restaurant in Canton, and noticed that a merchant, who had stayed a night in the hotel, had in his possession a heavy case which he inferred contained silver. He therefore left his employer without any notice and followed the merchant who took passage in the "Sainam" for Wuchow. Chan A Kay bought a revolver and followed him on board and waited for events. When he saw the turn affairs were taking he revealed himself and joined the pirates.

Such is his story, though there seem to be points arising therefrom that make it rather difficult to believe. At any rate at present he is looked upon in the Nam Hoi's prison and is charged as being one of those who are likely to suffer for following the impulse to do wrong because the opportunity for so doing was presented.

NEWS FROM AMOY.

(From Our Correspondent.)

AMOY, August 8.

Two evenings ago the native section of Amoy was stirred to its very depths by a magnificent eclipse of the moon. As it rose the first signs of its disappearance was seen in a black cloud-like spot that obscured its lower edge. The Chinamen had their eye on this and in order to avert disaster and the utter destruction of the luminary there arose from every temple far and near the sounds of fire crackers, the striking of gongs, and the solemn sounds of most musical bells.

It seems to be the special function of the priests and their attendants to attend to any trouble that the moon occasionally gets into. I was passing by a temple when the moon's face was red and troubled looking, and I saw two half-naked archers heaving with all their might on two small hand drums. They seemed to have the most implicit faith that what they were doing would deliver her from the dire distress in which she seemed to be involved. It was a most beautiful sight to see her eventually emerge from her obscurity and sail out once more into the open cloudless sky.

FOOT-BINDING.

The decision of the powers that be at Peking regarding footbinding has given the liveliest satisfaction to many in Amoy. The movement that has culminated in the present determination to finally do away with this hideous custom was started some thirty-two or three years ago in this place. By many the attempt was looked upon with the utmost contempt as an utter impossibility. Footbinding they said was too deeply rooted in the national life to be eradicated. Still those who interested themselves were determined and held on like grim death to their purpose. Ideas began to spread, and in time the churches faced the question and determined that the cruelty done to the girls should be stopped, and for years it has been stopped in this region. Just imagine what a great revolution has been accomplished in the short space of thirty-two years in overturning a system that had its roots firmly fixed in nearly every home in this land. No wonder our hearts are full of thankfulness.

BY WHARF AND WAVE.

The Nippon Yusen Kaisha operates a fleet of 75 steamers and has ten more building.

Tenders have now been invited in Europe for the subsidized steamship line to and from the Argentine Republic. The tenders (which must be accompanied by a deposit of \$40,000 pesos gold) will be received by the Minister of Agriculture at Buenos Ayres up to the 1st October, 1906, and competing bidders having to domicile in Argentina must appoint a representative in Buenos Ayres. No higher subsidy than 28,000 pesos gold for each round voyage will be granted, and not more than 50,000 pesos gold per month. The contract is to be for ten years dating from the day of the first voyage.

Shipping.

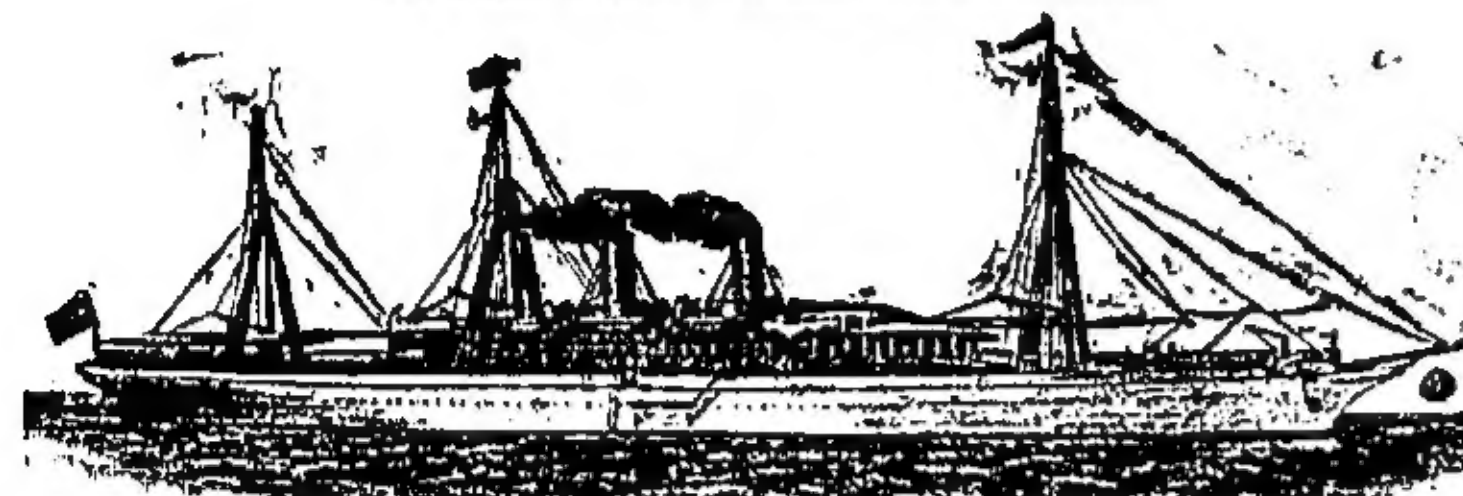
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI & KORE	BANCA J. B. FERGUSON	About 18th August	Freight only.
LONDON, &c.	MOLDAVIA E. H. GORDON	Noon, 11th August	See Special Advertisement
LONDON & ANTWERP, Via Suez, Pango, Cebu, Port Said and Marseilles	NUBIA F. J. FOX	About 16th August	Freight and Passage.
YOKOHAMA, Via SHANGHAI MOJI AND KORE	SOCOTRA W. P. HENRY	About 18th August	Freight only.

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E. A. HEWITT, Superintendent

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From	Ship	Departure	Arrival
Yokohama	EMPEROR OF INDIA	Wed. Aug. 22	Sept. 12
Yokohama	ATHENIAN	Wed. Aug. 29	Sept. 19
Yokohama	EMPEROR OF JAPAN	Wed. Aug. 30	Sept. 20
Yokohama	EMPEROR OF CHINA	Wed. Aug. 31	Sept. 21
Yokohama	TARTAR	Wed. Aug. 31	Sept. 21

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WAKASA MARU, Tons 6,985.	WEDNESDAY, 22nd Aug., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via KEEKONG, SHANG- HAI, MOJI, KORE AND YOKOHAMA.	HAKATA MARU, Tons 6,156.	WEDNESDAY, 5th Sept., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURS- DAY ISLAND, TOWNS- VILLE AND BRISBANE.	KAGA MARU, Tons 6,301.	MONDAY, 20th Sept., at 4 p.m.
KORE AND YOKOHAMA.	SHINANO MARU, Tons 6,388.	MONDAY, 17th Sept., at 4 p.m.
BOMBAY, Via SINGAPORE AND COLOMBO.	BINGO MARU, Tons 6,243, Capt. F.L. Sommer	FRIDAY, 10th Aug., at 4 p.m.
	RIOJUN MARU, Tons 4,808.	TUESDAY, 14th Aug., at 4 p.m.
	KAGOSHIMA MARU, Tons 4,465.	TUESDAY, 28th Sept., at 4 p.m.

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A. S. MIHARA, Manager.

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Sailing Dates Subject to Change.

'MINNESOTA'	Captain J. H. RINDER	On FRIDAY, 7th Sept., at Noon.
'DAKOTA'	Captain E. FRANCES	On TUESDAY, 16th October, at Noon.

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AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	ANTENOR	18th August.
GLASGOW AND LIVERPOOL	CYCLOPS	23rd "
GLASGOW AND LIVERPOOL	DELEPHON	30th "
GLASGOW AND LIVERPOOL	KITFOX	30th "
GLASGOW AND LIVERPOOL	TREKAI	6th September.
GLASGOW AND LIVERPOOL	MACHAON	6th "
GLASGOW AND LIVERPOOL	MOYUNE	13th "
GLASGOW AND LIVERPOOL	AGAMENON	13th "
GLASGOW AND LIVERPOOL	CAIUS	20th "
GLASGOW AND LIVERPOOL	MENELACH	27th "
GLASGOW AND LIVERPOOL	NEBOCHAD	27th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & BULL.	ASTYANAX	10th August.
LONDON, AMSTERDAM & ANTWERP.	ORUSTES	14th "
LIVERPOOL DIRECT	TYDEUS	20th "
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	23rd "
MARSEILLES, HAVRE & LIVERPOOL	ALCIBIADES	29th "
LONDON, AMSTERDAM & ANTWERP.	DIOMEDES	11th September.
GENOA, MARSEILLES & LIVERPOOL.	PELUS	20th "
LONDON, AMSTERDAM & ANTWERP.	ANTENOR	26th "
HAVRE, ROTTERDAM & LIVERPOOL.	CYCLOPS	30th "

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AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGA- SAKI, KORE & YOKOHAMA.	NINOGROW	1st September.
	NINOGROW	9th September.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	TYDEUS	13th August.
	STANTON	8th September.

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Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CERU & ILOILO	KAIPOK	11th August.
MANILA, ZAMBOANGA, PT. DARWIN THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	TAIYUAN	11th August.
SHANGHAI	SHAOHONG	13th August.
TIENSIN	SHUCHOW	13th August.
MANILA	TEAN	14th August.

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Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, 11th August, at 12 o'clock Noon
RUBI	2540	R. Almond	Manila	18th August, at 12 o'clock Noon

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(With Liberty to Call at the
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FOR LONDON AND HAMBURG.

THE Steamship

GLEN TURRET,
Captain R. Wessner, will be despatched
as above on or about TUESDAY, the 14th
August.

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MCGREGOR BROS. & CO.,
Hongkong, August 1, 1906.FOR KOBÉ, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship

TONAWANDA,
will be despatched for the above ports on
or about MONDAY, 20th August.

For freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.
Hongkong, August 6, 1906.

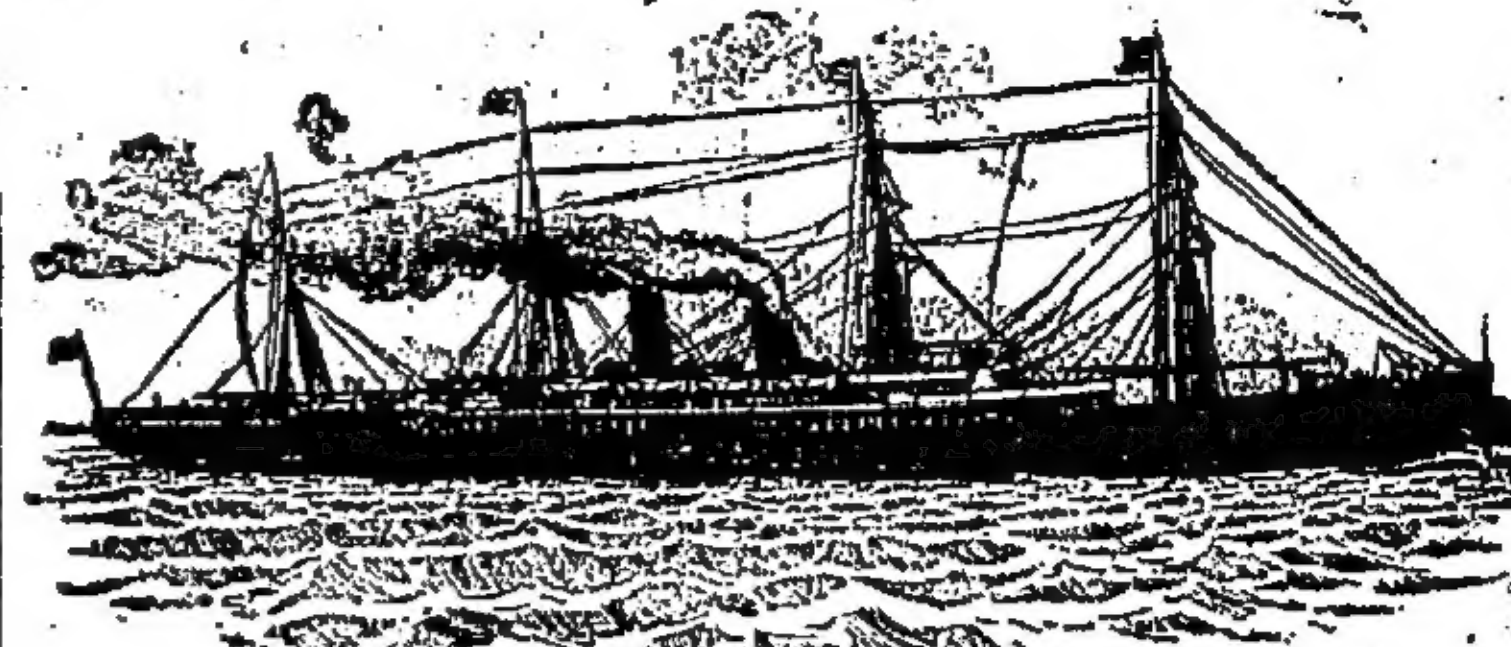
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STEAMERS	DATE	TIME
* SIBERIA	18,000 Gross Tons	TUESDAY, 14th Aug., at Noon.
* CHINA	10,200 "	TUESDAY, 21st Aug., at Noon.
* MONGOLIA	27,000 "	TUESDAY, 28th Aug., at Noon.
* NIPPON MARU	11,000 "	TUESDAY, 4th Sept., at Noon.
* DORIC	9,500 "	FRIDAY, 14th Sept., at Noon.
* MANCHURIA	27,000 "	SATURDAY, 22nd Sept., at Noon.
* HONOKONG MARU	11,000 "	TUESDAY, 2nd Oct., at Noon.
* KOREA	18,000 "	FRIDAY, 12th Oct., at Noon.
* AMERICA MARU	11,000 "	TUESDAY, 23rd Oct., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 18-27th 1905;
10 days, 11 hours and 5 minutes.

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4 days, 19 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu
en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905
10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via
AMOI, SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA
and HONOLULU, on TUESDAY, the 14th August, 1906, at Noon, taking cargo for
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STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARABIA	4483	MEIKENTHIN	Aug. 14, at Daylight.
ARAGONTA	5198	ERST	Sept. 5, at Daylight.
NICOMEDIA	4870	G. MEINER	Sept. 16, at Daylight.
NUMANTIA	4370	PELOTHAN	Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	LONGSANG	FRIDAY, Aug. 10, at 4 p.m.
* SINGAPORE, PENANG, AND CALCUTTA	SUISANG	TUESDAY, Aug. 14, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and
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VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons.	Captains.	To Sail.
TREMONT	9806	T. W. Garlick	22nd August.
PLEIADES	8753	F. G. Furlington	About 10th Sept.
* TIRA	4411	G. V. Williams	25th September.
BRAHMIN	9806	E. V. Roberts	24th October.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
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(Taking Cargo at through rates to Persian
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THE Steamship

CAPRI.

Captain BRILLO, will be despatched as

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Noon.

At Bombay the steamer is discharging in

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For further particulars regarding Freight

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CARLOWITZ & Co.,
Agents.

Hongkong, August 7, 1906.

1582

TOYO KISEN KAISHA

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG AND SOUTH AMERICAN

PORTS.

Proposed Sailing from Hongkong to

CALLAO, IQUIQUE, via JAPAN

PORTS.

Steamers Tons Sails About

KASADO MARU 6000 Aug. 10, at Noon.

GLENFARGO 4000 Aug. 25, at Noon.

Taking Freight also to other Western

Coast Ports of South America transhipping

to the Connecting Lines.

The above steamers have splendid accom-

modation and are fitted throughout with

Electric Light. A duly qualified Surgeon

is carried on each boat.

For further information as to Freight

and Passage, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, August 2, 1906.

1415

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH

AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

THE Steamship MOLDAVIA, Captain

E. H. GORDON, carrying His

Majesty's Mail, will be despatched from

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	from Colombo to	Marseilles & London	at Plymouth
Colombo	Hongkong	Marseilles & London	2 days earlier	1 day later
MOLDAVIA 10000	Aug. 11	MARMORA 11000	Sunday, Sept. 9	Saturday, Sept. 16
DELHI 8000	Aug. 25	VICTORIA 11000	Sept. 23	Sept. 30
DELTA 8000	Sept. 8	MACEDONIA 11000	Oct. 7	Oct. 14
DELTA 8000	Sept. 22	CHINA 8000	Oct. 21	Oct. 28
* OCEANA 7000	Oct. 6	INDIA 8000	Nov. 3	Nov. 10
DEVANHA 8000	Oct. 20	MONGOLIA 7000	Nov. 17	Nov. 24
SIMLA 8000	Nov. 3	BRITANNIA 7000	Dec. 1	Dec. 8
DELHI 8000	Nov. 17	MOLTAN 10000	Dec. 15	Dec. 22
			1907	1907
MALTA 6000	Dec. 1	HIMALAYA 7000	Dec. 29	Jan. 5
DELTA 8000	Dec. 15	MOLDAVIA 10000	Jan. 12	Jan. 19
DEVANHA 8000	Dec. 29	VICTORIA 11000	Jan. 26	Feb. 2

* The "Oceana" proceeds through, and takes passengers for Marseilles and London without transshipment.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Arrival in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

Attention to the above Mail Steamers the following:

(BY TELEGRAPH) (NOT TRANSMITTED) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING PASSENGERS AT REDUCED RATES.

Leave Hongkong

Due at London

about

1

15

29

10

24

21

4

18

These Steamers call also at Singapore, Penang, Colombo, and at Malta or

at Naples.

* Carry only First Saloon Passengers.

* Carry only First and Second Saloon Passengers.

* For Passage, apply to

E. A. HEWETT,

Superintendent.

2221

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers

Destination

To Sail

* SLAVONIA SHANGHAI, YOKOHAMA & KOBE. 14th August.

SENEGAMBIA SHANGHAI, YOKOHAMA & KOBE. 28th August.

SUEVIA SHANGHAI, YOKOHAMA & KOBE. 5th Sept.

SEGOVIA SHANGHAI, YOKOHAMA & KOBE. 19th Sept.

HOMeward.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the

LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

Steamers

Destination

To Sail

SPEZIA HAVRE and HAMBURG. 21st Aug.

* SILEZIA NAPLES, HAVRE and HAMBURG. 4th Sept.

HELVETIA HAVRE and HAMBURG. 6th Sept.

* SCANDIA NAPLES, HAVRE, ANTWERP & HAM- 18th Sept.

BURG, via Singapore, Penang & Colombo.

SENEGAMBIA HAVRE & HAMBURG. 2nd Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation

of these steamers. Saloon and cabins amply lighted throughout by electricity,

duly qualified Doctor and Stewardess on board.

COAST SERVICE.

DAFNE NAGASAKI and VLADI- Beginning of Sept.

VOSTOK. Freight & Passengers.

* LYDIA SHANGHAI and CHINKIANG. To follow.

* KOWLOON SHANGHAI and CHINKIANG. To follow.

Taking Cargo at through Rates to THONGKAT and CHENGLOU.

For Freight and Passage, apply to

For Steamers of the Coast Service

marked to

HAMBURG AMERIKA-LINIE.

SIEMSEN & CO. HONGKONG OFFICE. 313

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

For

LEAVING

AKASHI MARU, { ANPING, via SWATOW } FRIDAY,

Capt. J. A. MERLIN, { AND AMOY, } Aug. 10, at 10 a.m.

JOSHIN MARU, { TAMSUI, via SWATOW } SUNDAY,

Capt. F. ORTA, { AND AMOY, } (Aug. 12, at 10 a.m.)

+ SOSHU MARU, { SHANGHAI, via SWATOW } TUESDAY,

Capt. T. SUGIWA, { AMOY AND FOCHOW, } Aug. 14, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passen-

gers, and are fitted throughout with Electric Light. First-class Saloon Ample,

Untravelling Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch

Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH

AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS

SAILING DATES, 1906.

PRINZ REGENT LUITPOLD ... WEDNESDAY, 15th August.

PRINZ EITEL FRIEDRICH ... WEDNESDAY, 29th August.

SACHSEN ... WEDNESDAY, 12th Sept.

PRINZ HEINRICH ... WEDNESDAY, 26th Sept.

GRÜSEN ... WEDNESDAY, 10th Oct.

PRINZ LUDWIG ... WEDNESDAY, 24th Oct.

PRINZESS ALICE ... WEDNESDAY, 7th Nov.

PREUSSEN ... WEDNESDAY, 21st Nov.

ON WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ

REGENT LUITPOLD, Captain KIRCHNER, with MAILED PASSENGERS,

SPECIE and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 13th August, Cargo

and Specie will be received on Board until 5 p.m. on TUESDAY, the 14th August,

and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 14th

August.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50, and Parcels should not exceed Two-Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM

HONGKONG:

To Naples, Genoa and Gibraltar ... 1st Class ... 2nd Class ... 3rd Class

To Southampton, London, Bre- ... 1st Class ... 2nd Class ... 3rd Class

men and Hamburg ... 1st Class ... 2nd Class ... 3rd Class

To New York, via Suez, ... 1st Class ... 2nd Class ... 3rd Class

Via Naples, Genoa or Gibraltar ... 1st Class ... 2nd Class ... 3rd Class

Return ... 1st Class ... 2nd Class ... 3rd Class

Via Bremen or Southampton ... 1st Class ... 2nd Class ... 3rd Class

Return ... 1st Class ... 2nd Class ... 3rd Class

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or

Gibraltar and travelling to Bremen or Southampton overland, the same rates will

be applied as via Naples, Genoa or Gibraltar, but in this case the cost

of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co.,

from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore

to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is

however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L.

Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using

an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS

SAILING DATES, 1906.

WILLEHARD ... TUESDAY, 21st Aug., 1906.

PRINZ WALDEMAR ... TUESDAY, 18th Sept.,

PRINZ SIGISMUND ... TUESDAY, 16th Oct.,

ON TUESDAY, the 21st day of August, at Noon, the Steamship WILLEHARD,

Captain OBERKAMPF, with Mailed Passengers, and Cargo, will leave this port

as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To Manila ... 1st Class ... 2nd Class ... 3rd Class

To New Guinea ... 1st Class ... 2nd Class ... 3rd Class

To Brisbane ... 1st Class ... 2nd Class ... 3rd Class

To Sydney ... 1st Class ... 2nd Class ... 3rd Class

To Melbourne ... 1st Class ... 2nd Class ... 3rd Class

To Yokohama ... 1st Class ... 2nd Class ... 3rd Class

To Kobe ... 1st Class ... 2nd Class ... 3rd Class

To Yokohama & back from

Kobe to Hongkong ... 1st Class ... 2nd Class ... 3rd Class

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial

Mail Steamer ... 1st Class ... 2nd Class ... 3rd Class

To Europe via Australia and America ... 1st Class ... 2nd Class ... 3rd Class

(from Australia to New York via Vancouver by the O. P. R. Co.'s steamers

and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR

STEAMERS

ABOUT

1906.

SHANGHAI, NAGASAKI, ... WEDNESDAY, Aug. 15.

Kobe & Yokohama ... WEDNESDAY, Aug. 29.

Do ... WEDNESDAY, Aug. 29.

YOKOHAMA & KOBE ... WEDNESDAY, Aug. 29.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamers,

P. M. S. S. Co., O. & O. S. S. Co., T. E. K. and from NEW YORK

to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are

issued at the following rates:—

1st Class ... 2nd Class ... 3rd Class

to London via Plymouth or Southampton ... 1st Class ... 2nd Class ... 3rd Class

to Bremen ... 1st Class ... 2nd Class ... 3rd Class

to Paris via Cherbourg ... 1st Class ... 2nd Class ... 3rd Class

to Naples, Genoa, via Gibraltar ... 1st Class ... 2nd Class ... 3rd Class

For further Particulars, apply to

Norddeutscher Lloyd.

MELCHERS & CO., Agents.

WEEKLY NEWS

FOR HOME.

The Overland China Mail

Published to suit the Departures

of each English and French

Mail Steamer to Europe.

FULL REPORTS

AND THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

\$17 per Annum (including Postage).

* CHINA MAIL OFFICE,

5, WYNDHAM STREET, HONGKONG.

THE

HONGKONG

DOCKS.

A Record of the Founding

and Development of the

Hongkong and Whampoa

Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price ... Fifty Cents.

To be had at the "China Mail Office."

5, WYNDHAM STREET,

HONGKONG.

PHOTOGRAPHS ON SILK.

The production of direct photographs

on silk formed the subject of an intensely

interesting paper read by Mr F. J. Faull,

before the Society of Dyers and Colourists

recently. The process suggested by this

writer is broadly as follows: The silk is

TRANSVAAL POLITICS.

Sir H. Campbell-Bannerman's
Attack on Mr. Balfour.

LONDON, August 1.
The House of Commons have adopted the scheme for the establishment of the Transvaal Constitution by a large majority. The voting was 316 in favour of the proposal, and 83 against.

A later telegram states that there was a debate in the House of Commons yesterday. Mr. Lytton and Mr. Balfour considered that the Constitution gave no security for ensuring British political supremacy there. In their opinion the only hopeful future of the Government's South African policy was the postponement of the time for granting responsible Government in the Orange River Colony.

Mr. Balfour declined to take any responsibility for this most reckless experiment in the history of British Colonial policy. The granting of responsible government to the Transvaal, he asked, what security was there that the legislative power would be conferred on the Transvaal would not be used to establish a condition of things which might make it possible for anti-British action to be taken in the future by the Transvaal Legislature. It was dangerous on his opinion.

Sir Henry Campbell-Bannerman, on the other hand, had never before, in the course of his parliamentary experience, listened to a more unworthy, mischievous, and unjustified speech. This was followed by Opposition protests and Ministerial cheers.

Lord Milner's statement in the House of Lords, as regards the Transvaal constitution, was similar to that made by Mr. Winston Churchill.

The Liberal papers consider that the Transvaal constitution is a great error, and are absolutely wrong to follow a course which might result in General Buller's General Smuts (two noted war leaders) controlling the Government of the Transvaal within a year.

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WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 9th at 11.40 a.m. The barometer has risen considerably over E. Japan, and slightly on the China Coast. In the Philippines it is inclined to fall.

Pressure is highest over the N.E. part of the Sea of Japan. Over the China Coast and China Sea the pressure tends slightly at the same level. It is expected that the average height by slightly over 0.1 inch on the China Coast and in N.E. Japan and is near the normal point in S.E. Japan and the Philippines.

Gradients are slight generally, and light variable winds are indicated over S. China and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Forecast for the 24 hours ending at noon to-morrow:—
1. Hongkong and Neighbourhood. Variable wind, light, fair, to showery.
2. Formosa Channel, Same as No. 1.
3. South coast of China between Hongkong and Lamook. Same as No. 1.
4. South coast of China between Hongkong and Hainan. Same as No. 1.

CHAMBERLAIN'S COLIC CHOLERA AND DIARRHOEA REMEDY.

THIS is a perfectly reliable medicine for bowel complaint, and one that has never been known to fail even in the most severe and dangerous cases. For sale by all chemists and druggists.

VESSLS AT THE DOCK.—At 40. Kowloon, Alta, Mennon, Yangtze.

Cantonment—Halvard.

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.

THE Company's Steamship HAIMUN, Captain A. J. Bosworth, will be despatched for the above Port on MONDAY (FRIDAY, the 10th Inst., at 1 p.m. For Freight or Passage, apply to DOUGLAS, LARRAIE & Co., General Managers.

Hongkong, August 9, 1906. 1693

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MALTA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns. Consignees at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—
From LONDON, &c. ex. s.s. Macedonia.

From ALEXANDRIA, &c. ex. s.s. Syria.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th Inst., at 4 p.m., will be subject to rent. No fire insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, August 9, 1906. 1692

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping midway between each shore are marked S, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Office.
4. From Harbour Master's to the Mycet.
5. From the Mycet to the Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

VESSEL'S NAME.	CAPTAIN.	FLAG AND REG.	TONS.	DATE OF ARRIVAL.	CUSTOMS OR AGENTS.	REMARKS.
Steamers.						
A. D. Broch	Andersen	Norw. str.	541	July 19	Order	
Akashi Maru	Sommer	Japan. str.	3703	Aug. 8	Shimonoseki Kaisha	Swallow & Anping
Bingo Maru	Potter	British str.	3873	Aug. 8	Nippon Yusen Kaisha	Kobe & Yokohama
Benedict	Everson	Norw. str.	1519	July 9	Gibb, Livingston & Co.	
Brand	Himi	Japan. str.	1994	Aug. 4	Shimizu	
Canton Maru	Guineppe	Ital. str.	2407	Aug. 4	Jardine & Matheson & Co.	Singapore and Bombay
Capri	Sandbach	British str.	1245	Aug. 8	Jardine & Matheson & Co.	
Ceylon	Smith	British str.	2241	Aug. 8	Jardine & Matheson & Co.	
Emma Luken	Gerhardt	Ger. str.	1123	Aug. 18	Chinese	
Kaifong	Clayson	British str.	1024	Aug. 8	Butterfield & Swire	Cebu & Iloilo
Haimun	Rolson	British str.	636	Aug. 8	Douglas Steamship Co.	Swatow
Hongkong	Dawson	British str.	2554	Aug. 8	Chinese	Amoy
Kalchur	Walker	British str.	2165	Aug. 8	Arnold, Karberg & Co.	
Kong-kong	Koller	Ger. str.	1119	Aug. 8	Butterfield & Swire	
Haidan	Romph	British str.	1236	Aug. 8	Butterfield & Swire	
Joshin Maru	Obia	Japan. str.	2244	Aug. 8	Shimonoseki Kaisha	Swallow & Tamsui
Lanow	McNair	British str.	2281	Aug. 8	Shimizu & Co., Limited.	Callao
Lisa	Hornbl	Swed. str.	988	July 25	Sander, Wier & Co.	K'owloon Dock
Loosung	Smith	British str.	1092	Aug. 8	Jardine, Matheson & Co.	Manila
Lydia	Meyer	Ger. str.	1772	Aug. 8	Sanderson & Co.	
Malta	Foller	Ger. str.	986	Aug. 8	Butterfield & Swire	Shanghai
Meefoo	McNair	British str.	1921	Aug. 8	Jardine, Matheson & Co.	
Morcedos	McGregor	British str.	2923	July 21	Admiralty	
Mennon	Evans	British str.	3222	Aug. 8	Butterfield & Swire	
Neil Macdonald	Corral	Amer. str.	901	June 19	Barretto & Co.	
N. de Rosario	Blanco	Amer. str.	718	June 12	Barretto & Co.	
Nord	Harrell	Norw. str.	732	July 19	Agard, Thorsen & Co.	
Paros	Harrell	Norw. str.	907	July 19	Agard, Thorsen & Co.	
Pronto	Seaborn	Norw. str.	837	Aug. 8	Agard, Thorsen & Co.	
Rein	Wahm	Norw. str.	987	July 13	Sanderson & Co.	
Resolut	Jorgensen	Norw. str.	726	July 4	Bradley & Co.	
Shanghai	Northcombe	British str.	1897	Aug. 8	Butterfield & Swire	
Siam	Zeuber	Amer. str.	585	Aug. 8	M. S. S. Co.	
Singapore	Schickler	Ger. str.	907	July 19	Agard, Thorsen & Co.	
Suifu	Mitchell	British str.	1725	Aug. 8	Jardine, Matheson & Co.	
Taiwan	Laing	British str.	1122	June 29	Bradley & Co.	
Taiwan	Marin	British str.	1042	Aug. 8	Chinese	
Tokusan Maru	Chiba	Japan. str.	2200	Aug. 8	Mitsui Bussan Kaisha	
Towamara	Williamson	British str.	1379	Aug. 8	Chinese	
Thoma	Jeger	Norw. str.	1596	July 19	Japan Line	
Thoma	Chiba	Japan. str.	2633	Aug. 8	Doddard & Co., Ltd.	
Virginia	Crocker	British str.	2789	Aug. 8	Standard Oil Co.	
Yamato Maru	Townsend	Japan. str.	3866	Aug. 8	Nippon Yusen Kaisha	
Zefiro	Rodger	British str.	1611	Aug. 8	Shewan, Tomes & Co.	
Z. V. de Almeida	Rehans	Amer. str.	1260	May 16	Barretto & Co.	

Sailing Vessels.
Alta, Mennon, Yangtze. (Amer. str.) 1000 April 14 Master

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)
Dea of Moring, July 3; Dea of 6; Jason, Candia, Sthonia, Douglas, 10; Chingra, 13; Preussen, Shurina, Agda Sultan, 14; Dea of 17; Dea of 20; Dea of 23; Dea of 26; Dea of 29; Dea of 32; Dea of 35; Dea of 38; Dea of 41; Dea of 44; Dea of 47; Dea of 50; Dea of 53; Dea of 56; Dea of 59; Dea of 62; Dea of 65; Dea of 68; Dea of 71; Dea of 74; Dea of 77; Dea of 80; Dea of 83; Dea of 86; Dea of 89; Dea of 92; Dea of 95; Dea of 98; Dea of 101; Dea of 104; Dea of 107; Dea of 110; Dea of 113; Dea of 116; Dea of 119; Dea of 122; Dea of 125; Dea of 128; Dea of 131; Dea of 134; Dea of 137; Dea of 140; Dea of 143; Dea of 146; Dea of 149; Dea of 152; Dea of 155; Dea of 158; Dea of 161; Dea of 164; Dea of 167; Dea of 170; Dea of 173; Dea of 176; Dea of 179; Dea of 182; Dea of 185; Dea of 188; Dea of 191; Dea of 194; Dea of 197; Dea of 200; Dea of 203; Dea of 206; Dea of 209; Dea of 212; Dea of 215; Dea of 218; Dea of 221; Dea of 224; Dea of 227; Dea of 230; Dea of 233; Dea of 236; Dea of 239; Dea of 242; Dea of 245; Dea of 248; Dea of 251; Dea of 254; Dea of 257; Dea of 260; Dea of 263; Dea of 266; Dea of 269; Dea of 272; Dea of 275; Dea of 278; Dea of 281; Dea of 284; Dea of 287; Dea of 290; Dea of 293; Dea of 296; Dea of 299; Dea of 302; Dea of 305; Dea of 308; Dea of 311; Dea of 314; Dea of 317; Dea of 320; Dea of 323; Dea of 326; Dea of 329; Dea of 332; Dea of 335; Dea of 338; Dea of 341; Dea of 344; Dea of 347; Dea of 350; Dea of 353; Dea of 356; Dea of 359; Dea of 362; Dea of 365; Dea of 368; Dea of 371; Dea of 374; Dea of 377; Dea of 380; Dea of 383; Dea of 386; Dea of 389; Dea of 392; Dea of 395; Dea of 398; Dea of 401; Dea of 404; Dea of 407; Dea of 410; Dea of 413; Dea of 416; Dea of 419; Dea of 422; Dea of 425; Dea of 428; Dea of 431; Dea of 434; Dea of 437; Dea of 440; Dea of 443; Dea of 446; Dea of 449; Dea of 452; Dea of 455; Dea of 458; Dea of 461; Dea of 464; Dea of 467; Dea of 470; Dea of 473; Dea of 476; Dea of 479; Dea of 482; Dea of 485; Dea of 488; Dea of 491; Dea of 494; 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Dea of 749; Dea of 752; Dea of 755; Dea of 758; Dea of 761; Dea of 764; Dea of 767; Dea of 770; Dea of 773; Dea of 776; Dea of 779; Dea of 782; Dea of 785; Dea of 788; Dea of 791; Dea of 794; Dea of 797; Dea of 800; Dea of 803; Dea of 806; Dea of 809; Dea of 812; Dea of 815; Dea of 818; Dea of 821; Dea of 824; Dea of 827; Dea of 830; Dea of 833; Dea of 836; Dea of 839; Dea of 842; Dea of 845; Dea of 848; Dea of 851; Dea of 854; Dea of 857; Dea of 860; Dea of 863; Dea of 866; Dea of 869; Dea of 872; Dea of 875; Dea of 878; Dea of 881; Dea of 884; Dea of 887; Dea of 890; Dea of 893; Dea of 896; Dea of 899; Dea of 902; Dea of 905; Dea of 908; Dea of 911; Dea of 914; Dea of 917; Dea of 920; Dea of 923; Dea of 926; Dea of 929; Dea of 932; Dea of 935; Dea of 938; Dea of 941; Dea of 944; Dea of 947; Dea of 950; Dea of 953; Dea of 956; Dea of 959; Dea of 962; Dea of 965; Dea of 968; Dea of 971; Dea of 974; Dea of 977; Dea of 980; Dea of 983; Dea of 986; Dea of 989; Dea of 992; Dea of 995; Dea of 998; Dea of 1001; Dea of 1004; Dea of 1007; Dea of 1010; Dea of 1013; Dea of 1016; Dea of 1019; Dea of 1022; Dea of 1025; Dea of 1028; Dea of 1031; Dea of 1034; Dea of 1037; Dea of 1040; Dea of 1043; Dea of 1046; Dea of 1049; Dea of 1052; Dea of 1055; Dea of 1058; Dea of 1061; Dea of 1064; Dea of 1067; Dea of 1070; Dea of 1073; Dea of 1076; Dea of 1079; Dea of 1082; Dea of 1085; Dea of 1088; Dea of 1091; Dea of 1094; Dea of 1097; Dea of 1100; Dea of 1103; Dea of 1106; Dea of 1109; Dea of 1112; Dea of 1115; Dea of 1118; Dea of 1121; Dea of 1124; Dea of 1127; Dea of 1130; Dea of 1133; Dea of 1136; Dea of 1139; Dea of 1142; Dea of 1145; Dea of 1148; Dea of 1151; Dea of 1154; Dea of 1157; Dea of 1160; Dea of 1163; Dea of 1166; Dea of 1169; Dea of 1172; Dea of 1175; Dea of 1178; Dea of 1181; Dea of 1184; Dea of 1187; Dea of 1190; Dea of 1193; Dea of 1196; Dea of 1199; Dea of 1202; Dea of 1205; Dea of 1208; Dea of 1211; Dea of 1214; Dea of 1217; Dea of 1220; Dea of 1223; Dea of 1226; Dea of 1229; 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Dea of 1925; Dea of 1928; Dea of 1931; Dea of 1934; Dea of 1937; Dea of 1940; Dea of 1943; Dea of 1946; Dea of 1949; Dea of 1952; Dea of 1955; Dea of 1958; Dea of 1961; Dea of 1964; Dea of 1967; Dea of 1970; Dea of 1973; Dea of 1976; Dea of 1979; Dea of 1982; Dea of 1985; Dea of 1988; Dea of 1991; Dea of 1994; Dea of 1997; Dea of 2000; Dea of 2003; Dea of 2006; Dea of 2009; Dea of 2012; Dea of 2015; Dea of 2018; Dea of 2021; Dea of 2024; Dea of 2027; Dea of 2030; Dea of 2033; Dea of 2036; Dea of 2039; Dea of 2042; Dea of 2045; Dea of 2048; Dea of 2051; Dea of 2054; Dea of 2057; Dea of 2060; Dea of 2063; Dea of 2066; Dea of 2069; Dea of 2072; Dea of 2075; Dea of 2078; Dea of 2081; Dea of 2084; Dea of 2087; Dea of 2090; Dea of 2093; Dea of 2096; Dea of 2099; Dea of 2102; Dea of 2105; Dea of 2108; Dea of 2111; Dea of 2114; Dea of 2117; Dea of 2120; Dea of 2123; Dea of 2126; Dea of 2129; Dea of 2132; Dea of 2135; Dea of 2138; Dea of 2141; Dea of 2144; Dea of 2147; Dea of 2150; Dea of 2153; 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